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Bicycling World

The Official Organ of the League of American Wheelmen.

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William G. Gilman, Editor.

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[Vol. VI.]

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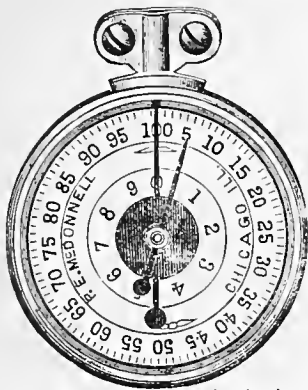
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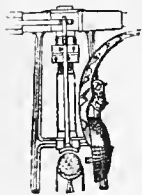
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 10 NOVEMBER, 1882.

THE WORLD's space this week is so largely appropriated by the report of the proceedings at the recent L. A. W. officers' meeting that regular correspondents must pardon the necessity for allowing their usual communications to lie over. We deemed it best to give the report entire in an enlarged number, and have it over with. We are sorry to add that it is not a good report; that it is ill-constructed and arranged, and very far from being a verbatim one; and much of the silly and superfluous verbiage attributed to the speakers was not uttered by them, as we recollect the debates. This condition of things the officers who employed the stenographer are not to blame for, as the latter was engaged as a competent one,

and paid a first-class price. It would seem as if he took brief notes of the proceedings, but failing to catch the gist and meaning of subjects considered, got speakers, language and subjects jumbled when he afterwards tried to transcribe for the press from memory. Both Mr. Parsons and the editor of the WORLD have corrected such errors as were clearly palpable, and have tried to supply connections and revise text from their own memories, and in this somewhat incomplete condition present it.

The Fall Meeting of the League of American Wheelmen.

A MEETING of the Board of Officers of the League of American Wheelmen was held at the Hotel Vendome, Commonwealth avenue, Boston, on 20 October, 1882. There were sixteen members present at the commencement of the proceedings as follows: — W. H. Miller, president of the League; W. V. Gilman, treasurer; A. S. Parsons, vice-president; F. B. Carpenter, of the Crescent Bicycle Club; F. S. Winship, Star Bicycle Club, Lynn; E. M. Gilman, Nashua; Charles L. Clark, Boston Bicycle Club; A. J. Philbrick, Hawthorne Club, Salem; M. D. Currier, Lawrence Bicycle Club; Dr. A. G. Coleman, Canandaigua, N. Y.; E. K. Hill, Worcester; C. P. Shillaber, of Boston; S. A. Marsden, of New Haven, Conn.; Fred. S. Pratt, of Worcester; C. H. Lamson, of Portland; C. A. Hazlett, of Portsmouth; George H. Day, of Hartford.

The President called the meeting to order at 10.30.

CHAIR. — I regret very much that there is not a larger attendance; but suppose it is partly owing to a misunderstanding on the part of Mr. Putnam's clerk, who should have sent out the notices calling the meeting at the proper time; but, unfortunately, this was delayed; and it is partly due to the fact that many of the representatives and chief consuls would have to come a considerable distance. I suppose a report is due from me, but I have prepared none. Let me say regarding the members of the board of officers chosen at Chicago, that they have not been as active as they probably would have been but for the fact that their term of office was so soon to expire. Of the new board which has now been elected much will be expected. Consequently we have now to proceed to the election of officers to fill the vacancies caused by resignations and non-elections. But I presume it is in order to first elect a recording secretary *pro tem*, neither of our secretaries being present. Some one moves the appointment of Mr. E. K. Hill to be the recording secretary for this meeting. Motion carried.

STENOGRAPHER.

VICE-PRESIDENT PARSONS. — I move that a stenographer be engaged to report

the proceedings of this meeting; and that copies of that report be given to any newspapers wishing for one and sharing the expense.

Motion carried.

CORRESPONDING SECRETARY'S REPORT.

CHAIR. — Regarding the previous meeting, I have received nothing from Mr. Putnam, except in the shape of a communication, in which he states that there were on the membership roll last year, 2,550, and that since then he had received 781 applications for membership, which I suppose have been favorably considered by your committee, adding that several protests have been received, and are still before your committee; and regrets that he had not been able to attend to the correspondence as he would like to have done.

VICE-PRESIDENT PARSONS. — It seems to me the first important business before the meeting is to fill the vacancies in the Board of Officers; and, if in order, I move that we fill the vacancies by vote, and take the printed list and go through the States in the order they are printed.

CHAIR. — I have received letters of resignation and declination from Charles L. Frye, declining to represent Massachusetts; Max Hansman, resigning office of chief consul for the District of Columbia; Charles S. Howard, declining office of chief consul of Rhode Island; C. W. Fourdrinier of Boston, repeating non-acceptance of office; Charles Beltz, tendering his resignation as chief consul for Pennsylvania.

ELECTION OF OFFICERS.

CHAIR. — For representative for California, two ballots have been cast — one for Geo. H. Strong, of San Francisco, and one for Columbus Waterhouse.

TREASURER GILMAN. — I move that Columbus Waterhouse be elected representative for California.

Motion carried.

TREASURER GILMAN. — In the District of Columbia there was no election for chief consul, and as Mr. Philip T. Dodge has one ballot, and we have Mr. Max Hansman's resignation, I propose that Mr. Dodge be accepted as chief consul.

Motion carried.

VICE-PRESIDENT PARSONS. — I move that C. E. Hawley be elected representative for the District of Columbia.

Motion carried.

TREASURER GILMAN. — The chief consul for Illinois has been elected, and ballots have been cast for H. G. Rouse, of Peoria, for representative.

VICE-PRESIDENT PARSONS. — I nominate Harry G. Rouse, of Peoria (one of the old directors of the League), for representative.

MR. CLARK. — Is it known if the gentlemen nominated are members of the League?

VICE-PRESIDENT PARSONS. — Yes, they are so far, and already have votes. I have only nominated those who have votes.

DR. COLEMAN. — I would like to suggest, in place of Mr. Rouse, Dr. Pruyn, president of Chicago Club.

VICE-PRESIDENT PARSONS. — My only object in nominating Mr. Rouse is, that we may have a representative in other portions of the State, and not all in one city. If you elect Dr. Pruyn you will have both representatives in Chicago, and it seems to me most important that we should have a representative in the western part of the State.

TREASURER GILMAN. — With regard to the candidacy of this gentleman, Mr. Rouse, I think Mr. Parsons has stated his reasons in a very satisfactory manner, and I believe Mr. Rouse would fill the position very acceptably.

Mr. H. G. Rouse was then elected.

CHAIR. — The next State in order is Indiana. There was no election of chief consul; but two names have been suggested—Mr. Brandon Lewis, of Lafayette, and Mr. Harry Bates, of Indianapolis.

VICE-PRESIDENT PARSONS. — Both of the gentlemen named are well known as directors, and have made good League officers; but I think Mr. Bates the best man for chief consul. We should also consider, that Indianapolis being the capital of the State it would be well to have a chief consul there. I see that John O. Perrin, of Lafayette, was elected representative. The election of Mr. Lewis is open, therefore, to the same objection as Dr. Pruyn, and I move that Harry Bates be elected chief consul for the State of Indiana.

Motion carried.

CHAIR. — The resignation of Mr. Fourdrinier creates a vacancy for representative in Massachusetts.

E. S. WINSHIP. — Should not the man that receives the next number of votes receive the nomination for the position caused by the resignation of Mr. Fourdrinier? and as Mr. J. S. Dean received the next number of votes, I beg to nominate him as successor to Mr. Fourdrinier.

VICE-PRESIDENT PARSONS. — I beg, as an amendment, to nominate Mr. H. W. Williams for the office. Regarding the right of the man who receives the next number of votes to the nomination, I do not think that is always well. If there were two tickets in the field, the man with the next number of votes to the one elected, might be the least desired to represent the State; and besides, it would be only fair to give the majority the right to name a successor. Mr. Williams is probably known to you all here as remarkably well fitted for the office—a business man of experience and of great ability in legislative affairs; and in fact I know of no man in the State better fitted for our representative. (*Applause.*)

MR. CLARK. — I think well of the bicyclers named; but think Mr. Dean would make a first-rate representative. I favor his nomination.

CHAIR. — The name before the meeting is Mr. H. W. Williams, nominated by

Mr. Parsons, for Massachusetts' representative.

Motion carried.

MR. CLARK. — I move that Mr. Dean be elected in the place of Mr. Frye.

VICE-PRESIDENT PARSONS. — I move, as an amendment, that Mr. C. K. Ferry of Springfield, secretary of the Springfield Club, which has just carried through one of its bicycling tournaments so successfully, be elected. In making this nomination I recognize also the minority. Mr. Ferry was candidate on the ticket, and in the minority, receiving thirty-three votes, and the western part of the State feels a little cross at having no representative.

CHAIR. — I am requested to take a rising vote.

The motion being put resulted in four ayes and four noes, the chair deciding that it was a tie, and declining to vote.

MR. MARSDEN moved that the vote be taken by ballot. This will settle the matter conclusively.

Motion carried.

CHAIR. — I do not claim much executive ability in legislative matters, but so far as my duties as president go, I do my very best to make a good president. I don't ever expect to be a parliamentary man, but I have lots of enthusiasm, and attend to all matters pertaining to my office myself.

VICE-PRESIDENT PARSONS. — I believe I am in order in saying a few words in favor of my candidate, Mr. C. K. Ferry, while the ballot is being taken. He is a gentleman recognized in the western part of the State, which feel very much aggrieved that they have no representative, as we of Boston should feel aggrieved at the action of the League if we had no representative. No one comes better fitted for the position, or more full of push and energy. Mr. Dean is a good man, and I have nothing to say against him, but I think Mr. Ferry more desirable for the position.

The TREASURER concurred in the last remarks of the vice-president.

MR. HILL. — I am aware that there is considerable feeling in the western part of the State at not having a representative, and I shall vote for Mr. Ferry, who is an excellent man for the post.

MR. CARPENTER. — I think Mr. Fourdrinier was elected for the eastern part, and therefore the successor should be from the eastern part of the State, in order that the vacancy might be filled, and Mr. Dean is well able to fill it.

CHAIR. — Sixteen votes have been cast, and the number necessary for a choice is nine. Mr. C. K. Ferry has seven votes, and one incorrectly filled up. Mr. J. S. Dean has six votes, and two incorrectly filled up.

After considerable discussion the result of the ballot was declared a tie, and a fresh ballot taken.

CHAIR. — Mr. J. S. Dean has seven votes; Mr. C. K. Ferry, eight. The latter gentleman has received the majority of votes, and I declare him elected.

PENNSYLVANIA.

CHAIR. — We have a vacancy to fill, caused by the resignation of Charles Beltz.

VICE-PRESIDENT PARSONS. — I make a motion that this State be passed over for the present. I have received a communication from the Philadelphia Club, relative to the report of the Committee on Rights and Privileges. I have written them, and asked for a telegram in reply. As this may influence the action of the meeting, I move that this State be passed for the present.

Motion carried.

RHODE ISLAND.

CHAIR. — There was a tie vote for representative.

VICE-PRESIDENT PARSONS. — I move that Ed. G. Farmer, Jr., of Providence, be elected as representative, and A. G. Carpenter to fill the office of chief consul, resigned by Mr. Howard.

F. B. CARPENTER. — I move that A. G. Carpenter be elected chief consul.

Motion carried.

MR. MARSDEN. — I move that J. A. Cross be elected representative.

Motion carried.

KENTUCKY.

TREASURER. — The State of Kentucky has no chief consul, or representative.

Ballots were received, but they came too late. I should like to see this State placed on our list.

VICE-PRESIDENT PARSONS. — I nominate Horace Beddo for chief consul for Kentucky, and C. W. McLean, of Louisville, for representative.

Motion carried.

SOUTH CAROLINA.

TREASURER. — So far as I know, we have no party in this State attached to the League; but if there is, I should like to know his name.

MR. GARDNER. — I would suggest L. M. Beebe, Jr. I am acquainted with him through correspondence.

MR. CARPENTER. — I move that Mr. L. M. Beebe be elected chief consul for South Carolina.

Motion carried.

TREASURER. — I move that the president be requested to correspond with Mr. Beebe, with a view to selecting a suitable colleague as State representative.

Motion carried.

ONTARIO.

MR. CLARK. — I nominate for chief consul of the Province of Ontario, Canada, Mr. H. M. Blackburn.

VICE-PRESIDENT PARSONS. — Is he a member of the League?

TREASURER. — The name sounds familiar, but I cannot tell you for certain.

MR. CLARK. — I will amend the motion: The president be instructed to correspond with chief consul Tibbs, with a view to obtaining the name of the most proper person.

VICE-PRESIDENT PARSONS. — I would

amend the last amendment so that it read: "The president be instructed to correspond with H. S. Tibbs and S. W. McMichael, with a view of obtaining the most suitable person as representative of the Province of Ontario."

Amendment carried.

The following is the treasurer's semi-annual report:—

CASH.	DR.
To balance received of D. Wistar, 1881-2....	\$516 38
" Dues of members, 1882-3	870 00
" Admission Fees, "	329 50
" Badges	2 00
Total	\$1,717 88
CASH.	CR.
By office expenses of corresponding secretary..	\$94 82
" Office expenses of treasurer	32 36
" Salary of treasurer, as per vote of directors,	250 00
" Salary of corresponding secretary	250 00
" Money repaid K. N. Putnam	19 50
" Sundry expenses	97 25
John Ritchie, reporting business meeting	64 00
Allen, Lane & Scott, 3,500 members' cards....	33 25
Balance in treasury, October, 1882	973 95
Total	\$1,717 88
On deposit at Second National Bank, Nashua, ..	\$973 20

Summary of treasurer's office expenses:—

Postage	\$19 25
Stationery	4 77
Printing	5 85
Sundries	2 49
	\$32 36

Treasurer's office now contains:—

Letter stamps, 3 cents	\$1 89
" " " 1 cent	07
Postal cards	2 12
Printed stationery	5 00
	\$9 08

Regarding the credit items, will say that they were all made either in accordance with a vote of the official board, or as approved by the finance committee of the League, with the single exception of my own office expenses, a detailed record of which has been furnished for your inspection. For comparison, let me read the treasurer's report, 27 May, 1882:—

CASH.	DR.
To balance on hand, 27 May, 1882	\$218 56
" Dues of members, 1881-2	925 00
" Additional fees	622 00
" Badges disposed of	377 25
" Returns of officers as per report	229 35
" Sales of handbooks	56 84
" Interest on deposits	12 92
	\$2,441 92

CASH.	CR.
By expenses of corresponding and recording secretaries	\$388 02
" By badges, consular "C" and engraving ..	421 25
" Salary of treasurer, as per vote of directors,	250 00
" Expenses of N. Y. races to K. N. Putnam,	305 00
" Expenses of Boston entertaining committee	105 00
" Handbooks, G. P. Putnam's Sons, 620 ..	199 40
" Consular and hotel certificates, E. C. Hodges	48 25
" Overpaid dues returned	53 30
" Office expenses of treasurer	156 32
Balance on hand	515 38
	\$2,441 92

In comparing these reports you will observe, gentlemen, that our dues are not yet up to the standard attained last year. Admission fees are considerably smaller, due in a great part to the action of the League clubs in taking advantage of the privilege granting them their members' membership in our organization for fifty cents instead of \$1.00. While

we continue to welcome the unattached, especially where there are no club organizations, yet it is a matter of especial congratulation to us that our membership is much more rapidly increasing among the clubs; this is most emphatically the New Hampshire idea as strongly expressed on the formation of our State League, and in all of our correspondence.

Eight hundred and seventy members have during the past four months paid their dues, while 538 have joined us, making an active membership of 1,408, as our books indicate.

A simple and yet practical proof of the approximate correctness of the figures will be found in the fact that we purchased 3,500 membership tickets, of this number 2,076 now remain on hand; the balance can be accounted for by considering the necessity of some corrections owing to change of residence and other similar causes. Only two have been destroyed.

During my term of office thus far, two badges have been sold, and those of the cheaper pattern. Will the officers instruct me as to the better method of procedure regarding these badges now on hand? Shall we longer hold them or dispose of them to the advantage of our treasury?

Badges in treasury 10 June, 1881. Received of D. Wistar, treasurer:—

Two boxes directors' badges, silver	18
Four " regular "	44
Three " " plated	30
One " directors "	4
Old badges of all descriptions	9

Total received	105
Sold during present year	2

Now in treasury

Last year we received \$12.92 as interest on deposits. Our money is now lying in the Second National Bank of Nashua, where it is drawing no interest. As a member of the financial committee, I have written to my colleague for advice on this subject, offering myself to accept any sum and allow therefor 6 per cent interest, or to deposit it in some savings bank at 4 per cent.

Respectfully submitted,
W. V. GILMAN, Treasurer.

VICE-PRESIDENT PARSONS. — I move that the report be accepted and placed on file.

Motion carried.

Memorandum report of K. N. Putnam, Mr. HILL read.

VICE-PRESIDENT PARSONS. — I move that the report of the corresponding secretary be accepted.

CHAIR. — I have heard from Mr. Putnam, in which he makes the following communication: "I tender my resignation as corresponding secretary; kindly present same at the meeting of the board of officers on the 20th inst. My reasons for taking this step you will find good." This letter comes to me, and I think he accompanies his resignation with a sort of provisor; and I think we had better not act immediately on Mr. Putnam's resignation, but try to make him hold over.

VICE-PRESIDENT PARSONS. — I move that we do not act upon this at present, and in making this motion I would like to say that it seems to me that the League could hardly have got along without him. Peculiarly well fitted for the office, the League has found him its chief reliance, and I know of no one who could fill his place. It would be a great advantage to the League if he would continue his office for the remainder of the year, at any rate.

TREASURER. — I heartily second the remarks of Mr. Parsons. I certainly can testify to the great value of Mr. Putnam to the League. This year we have four new officers in the executive board, Mr. Putnam being the only old officer who remained over with us, and I am sure, without his assistance, it would have been difficult for us to solve the questions brought before us. I second the motion. Motion carried.

REPORT OF COMMITTEE ON RIGHTS AND PRIVILEGES.

VICE-PRESIDENT PARSONS. — The duty of this committee has been to consider the votes for candidates which were sent in, and we have endeavored to faithfully, justly, and fearlessly perform this duty. We have been censured, somewhat; perhaps we were too strict, but we had to be careful how we established precedents which might cause trouble in the League; and are willing to be forgiven our mistakes. Still, we think we have treated everybody justly, and have only done our duty in throwing out irregular votes, which will prevent in the future careless voting by members of the League. And in any case our decision was made before the result of the ballot was known, and did not therefore affect that result.

In the performance of our other duty regarding the rights and privileges of bicycles on highways, roads, etc., on which we have a heavy correspondence, we have letters from all parts of the country, and considerable inquiry regarding the use of roads and sidewalks for bicycling, and several to know if they are liable to fines and damages. In all such cases we send them a copy of the decisions, and the result in several cases has been the withdrawal of the suits.

Quite a number of instances were given of suits for damages for frightening horses or fines proposed for riding on streets, which had been abandoned after the "decisions" had been read.

F. S. WINSHIP. — It appears that all the horses that get frightened at bicycles are valuable ones.

VICE-PRESIDENT PARSONS. — There has never been a case for damages pushed into the courts, and it is largely through the influence of the League that such is the case.

Dr. COLEMAN. — It is important that wheelmen should know what has been decided relative to rights to the roads and public highways, and I shall be pleased to have copies of the decisions for distribution.

VICE-PRESIDENT PARSONS. — I was going to move at the proper time that the committee on rights and privileges should be authorized to publish on a quarto sheet ex-president C. E. Pratt's "Rights of Bicycle Riders," for circulation amongst League members throughout the country. The finance committee have already given their approval of the scheme, and I think it cannot fail to be productive of much good.

PRESIDENT MILLER. — I know of a case where the decisions did good; in the city of Hamilton, about thirty miles from Cincinnati, a suit for damages was brought that looked serious; but as soon as the decisions were received, it was closed entirely.

VICE-PRESIDENT PARSONS. — Another case occurred at the city of Poughkeepsie, N. Y. Action was taken under an old law forbidding velocipedes on the highways. The decisions were shown the city counsellor, and he ruled that the city had no case whatever, and the old law could not be enforced for a day.

CHAIR. — Next in order will be motions, votes and resolutions.

MR. CLARK called for a report from the committee on badges.

MR. LAMSON. — The committee have held no meeting, nor have they had any instructions in the matter, or demand for the new badges for the League. On the new badges the meeting at Chicago gave the committee considerable latitude, but we have delayed making them until there should be some demand. As regards the old badges, it would be well to turn them over to Mr. Richards, as old silver. I think they are worth about \$1.00, and the proceeds of the sale could go towards the new badges.

TREASURER. — If it was generally understood that these new badges were to be issued, there would be a demand for them, as there now exists a feeling of uncertainty regarding them. And I wish also to take some action with regard to the old badges in the treasury.

MR. LAMSON. — I suggest that the new badges replace the old ones. They lie in the treasury and are of no special value, and seeing they have been rejected by the League, there they will probably remain. How many silver and how many nickel are there?

TREASURER. — Received from D. Wistar: —

2 boxes directors' badges, silver.....	18
4 boxes regular ".....	44
In all 62 silver badges.	
3 boxes regular, plated.....	30
1 box directors', plated.....	4
Old badges of all descriptions.....	9

Making a total of.....105
Of this number two have been sold, and they were plated ones.

VICE-PRESIDENT PARSONS. — How much are the dies for these badges?

MR. LAMSON. — About \$60. There are no dies made for the new badges yet. As I understand it, the nickel badges are valueless, and the others would be worth \$62. About the cost of the dies for new badges: We might sell these for old

silver and put the amount into dies. Being in the jewelry business, I simply suggest.

TREASURER. — Why not instruct the treasurer to dispose of these badges to the best advantage?

MR. SHILLABER. — I move that the treasurer be instructed to dispose of the badges as he thinks best to the advantage of the League, and that the money be turned into the treasury.

Motion carried.

DISPOSITION OF FUNDS.

TREASURER. — There was a question asked in the treasurer's report with regard to the use of our money. We have nearly \$1,000 lying in the Second National Bank of Nashua, where it draws no interest, and I would like you to instruct me whether you advise placing it where it will draw interest?

REPORT OF THE RACING BOARD.

MR. CLARK. — I call for the report of the Racing Board.

PRESIDENT MILLER. — The old race committee have all resigned; not one member remained. The present committee consists of S. A. Marsden of New Haven, and L. H. Johnson of Orange, New Jersey.

MR. MARSDEN. — We have a very fine race for this afternoon, but the advertisements were late getting into the daily papers, and were too late for the weekly ones. Messrs. Frye, Tacy, Hendee, and Place have entered.

MR. CLARK. — I do not think our race meeting was properly advertised. It was on this account that the New York races were not a great success.

MR. MARSDEN. — As soon as I heard of Mr. Johnson as a member I wired him on the matter of the race, but he said he could do nothing on League matters for a month. When definite arrangements had been made, I wired the BICYCLING WORLD, but was one day too late to have an advertisement inserted. Still they put in a line notice, and I wired to have one put in the New York *Wheel*, and have had one hundred and fifty postals printed and sent out.

CHAIR. — The difficulty of getting a racing board has been very great, and consequently the present committee have had but little time to work up the race, and we still lack one member. Three should be the number of the board, and there are but two.

MR. CLARK. — Is it proper to fill the vacancy on the race committee?

CHAIR. — I judge so.

VICE-PRESIDENT PARSONS. — The rules distinctly say that the president shall appoint the committee.

CHAIR. — I did not appoint three men, owing to the large number who declined to serve.

VICE-PRESIDENT PARSONS. — Why did Mr. Hathaway decline?

CHAIR. — He positively declined to serve, and I have twelve letters altogether in reference to that.

VICE-PRESIDENT PARSONS. — It seems

to me that we ought to be able to get three men for this board. It has very large powers, and there should be men in the West as capable of serving on this committee, and I hope some man will be found to act.

MR. CLARK. — I suggest that there be three additional members of this committee, with power to sanction races.

VICE-PRESIDENT PARSONS. — Rule 15 says the board may consist of six. The three appointed by the president having the power to appoint three more.

MR. CLARK. — I move that we make the racing board consist of six members, and that we elect three at this meeting.

Carried.

VICE-PRESIDENT PARSONS. — I nominate Mr. Shillaber.

MR. SHILLABER. — I cannot serve on the board, simply because my business will prevent my giving it the attention required.

MR. CLARK. — I move that George D. Gideon, of Philadelphia, be appointed a member of the board.

Motion carried.

CHAIR. — We need three more to fill the board.

MR. HAZLETT. — I nominate George H. Strong, of Oakland, Cal., as a member of the racing board.

Motion carried.

MR. SHILLABER. — It seems to me that we especially need a representative in Boston, and I move that Mr. J. S. Dean be a member of the board.

Motion carried.

CHAIR. — There is one more vacancy; Mr. Livingston has been suggested, and Mr. Sholes, but neither of them will serve.

MR. MARSDEN. — I propose Alfred Ely.

VICE-PRESIDENT PARSONS. — Before the motion is put I wish to say that I don't think Mr. Ely is at present a very active member of the League; and I propose that Burley B. Ayers, secretary of the Chicago Club, be placed on the board, as Chicago should, it seems to me, have one member.

Motion carried.

VICE-PRESIDENT PARSONS. — I move that the racing board be authorized to have the racing rules printed on cardboard, to be sent to every one applying for sanction for races, as nothing has been printed except in the pages of the WORLD.

Motion carried.

MR. LAMSON. — Has the Constitution of the League, and names of its officers, been printed? and are there any to send to applicants, whether for admission or for racing? If not, I move that it be printed.

MR. MARSDEN. — I think it an excellent idea to have this printed.

MR. HAZLETT. — I also think it should be printed, as the difficulty of wading through the report to find rules is very great.

MR. LAMSON. — I move that the present Constitution of the League and lists of

officers be also printed in suitable form for distribution to members of the League.

Motion carried.

Some discussion as to sanctioning races ensued; and it was suggested that chief consuls have that power.

MR. MARSDEN. — Regarding sanction of races, frequently members want to have races, but don't know who to inquire for; and often the chief consul is away when there is no one to sanction races.

MR. SHILLABER. — It seems to me that this power might be placed in the hands of some other parties. The chief consul, of course, is the proper man; at the same time it may occur that he cannot conveniently be reached. I would move to amend the rules so it should read: That each member of the racing board, each consul and each representative be empowered to give the League's sanction for any races.

Resolution carried.

VICE-PRESIDENT PARSONS. — I suggest the amended rule be put on the cards.

MR. CLARK. — Bringing up this matter of amending the rules, I should like to know if the rule as amended, can be acted on here without previous publication or notification to each member?

VICE-PRESIDENT PARSONS. — I see your point: an amendment to the original rules cannot be acted upon until it is published; but I suppose it was a simple motion.

MR. MARSDEN. — So it was.

VICE-PRESIDENT PARSONS. — I will read the rule relating to amendments (Rule 36 read).

TREASURER GILMAN. — I understand that our ex-president is in the house, and I move that he be invited to be present.

Carried.

Treasurer Gilman and Mr. Clark were requested to escort Mr. Pratt into the room.

Mr. PRATT was then escorted, amid great applause, to the room.

While the delegates were in search of Mr. Pratt an informal discussion was held on the amended rule question.

CHAIRMAN. — It appears that the rule just passed is in conflict with the race rules, and is, therefore, null and void.

MR. LAMSON moved that the meeting adjourn until 7.30.

Motion carried.

EVENING SESSION.

CHAIRMAN MILLER called the meeting to order at eight o'clock.

MR. F. S. PRATT. — I move that we now proceed to consider amendments to rules and by-laws.

Carried.

MR. CLARK. — I move the following amendment to the racing rules, by making an additional section to Rule 17, viz.: "The track shall be measured on a line drawn three feet from the pole."

CHAIR. — There was something in the BICYCLING WORLD about this some time

ago. The English standard is three feet; but we measured the track at Columbus two feet distant from the pole.

DR. COLEMAN. — As regards horse tracks, the pole is an imaginary line drawn three feet from the fence.

CHAIR. — Can the amendment be voted upon at this meeting?

VICE-PRESIDENT PARSONS. — The notice of the proposed amendment, as published in the WORLD of 13 October, is sufficient publication that these matters would be considered. But I do not see why it should be added to Rule 17, and not be made a separate rule.

MR. CLARK. — I made motion for addition in order, to save making another rule, as we already have a great many.

The amendment was adopted.

MR. LAMSON. — I move, as our ex-president is with us to-night, that he be requested to aid us this evening in our business.

Motion carried.

MR. C. E. PRATT. — I thank you for your request, and if I can aid the members of the League, shall be happy to do so.

VICE-PRESIDENT PARSONS. — I move an amendment to Rule 8 to substitute "recommend" in the place of "forward" (in the first line), and to strike out "for appointment the" in the second line, so that it shall read: "Representatives shall recommend to their chief consuls names of members of the League to serve as consuls," etc. This is what was intended, I think, that representatives should recommend persons for appointment, the same as they recommend hotels, the chief consul having the appointing power.

MR. CLARK. — I favor the amendment. As at present worded it is indefinite whether the representative or the chief consul has the power to appoint.

MR. HAZLETT. — I understand I have the power to appoint anybody I see fit. I have the blank filled, and in each case sign as chief consul, and then send it to the representative for his signature.

Motion carried.

MR. F. S. PRATT. — I move an amendment to Rule 8, adding the following section:—

"Consuls shall acquire and give any information as to roads, hotels, laws and other matters of interest in their localities, to members of the League, calling upon them in person or by letter; keep the State officers informed from time to time by reports, perform such duties as the latter may require of them, and generally promote the interests of the League and its members."

Motion carried.

MR. PARSONS. — I move a further amendment to Rule 8, as follows:—

"Consuls' term of office shall expire 1 July, but they may be removed for cause by the President." At present there is a time each year in which there are no consuls, their terms expiring, with that of the chief consul appointing them, 30 May, and the newly-elected officers

require a little time to decide whether to reappoint the consul, or to select a new one. Furthermore, the consuls would know when to vacate their office without waiting for the action of the new chief consuls in reappointing or dismissing them.

Motion carried.

VICE-PRESIDENT PARSONS. — I move an amendment to Rule 21, to insert after "each member" in the first line of the second section, "who was admitted or whose dues were paid up to the first day of March." (Rule 21 read.) It seems to me pretty important that this rule should be more clearly defined. The difficulties of this election are now over, and it will be better that we have no such misunderstandings hereafter as have occurred in the past. I also move that the words, "these blanks shall be filled out" (in the fourth line of the second section) be stricken out, and insert, "each vote shall be signed by the member voting it."

Motion carried.

VICE-PRESIDENT PARSONS. — I move an amendment to Rule 25, in regard to amateurs, in the last line but one, that the words "taught or," be struck out, and in this connection I would move that we strike out of Rule 26 all after the first first two lines. As amended the rule would read:—

"Bicycle manufacturers, importers, dealers, and agents as such, are not to be considered as professionals."

CHAIR. — Should like to hear expressions of opinions on amendment proposed by Mr. Parsons. Will Ex-President Pratt favor the meeting with his views upon the subject?

CHARLES E. PRATT. — Mr. President, I willingly take this opportunity to thank you and the officers of the League who invite me to be present. I don't know that I shall be able to aid you much, but in response to your request, I will try to speak on this subject, and express my views on the amateur question. If I were to preach a sermon to wheelmen, I should take for my text a passage from one of the Psalms: "Behold, how good and how pleasant it is for brethren to dwell together in unity!" This is but part of the larger question of promoting unity,—harmony of action. The question of harmonizing differences of opinion and of allaying censure of their action is a very great one for the League officers to consider. We gentlemen here to-night are all engaged in the endeavor to promote the best interests of bicyclers. We are not seeking our own pleasure, but seeking to promote greater pleasure for others, endeavoring to ascertain how best to promote the cause of bicycling in the country, and particularly the cause of the League of American Wheelmen. The question of membership in the League is an important one in all its aspects. One point that came up last year, and was freely discussed by the board of officers, was,—What right have the committee of officers to exclude amateur wheelmen from the League?

The object of the League is at all times to promote unity of action, good-will and fellowship, to create and enlarge a family of wheelmen. Now, that being so, it seems to me, when a person is a member of the League, it is incumbent upon the League officers to see that he is not neglected, to see that no injustice is done him, and to see that he is not deprived of his membership in the League, unless definite charges are proved against him sufficient to bar him out. But it is different respecting those not members when applying for membership. No wheelman has a right—a natural and inalienable right—to be admitted to the League. They have no more right than they have to be members of the Buckeye Bicycle Club. It is a question of the pleasure of the League, and it remains for the members already in the League to say whether or no it is their pleasure that an applicant for membership shall be admitted. Yet in the matter of admissions, as in that of exclusions, not technicality and rigid construction of rules should prevail, but rather the friendly, elastic, charitable application of them, so as to promote harmony and the broad objects of the League. (*Applause*).

For the great object to be kept in mind is unity. It may be that an applicant is a gentleman, an amateur, very respectable, responsible, intelligent and accomplished man in every respect; but yet, if his admission is going to cause discord, it is necessary to consider whether it is better not to admit him.

I pass on to what constitutes an amateur, since that is an important test of membership (if I am exceeding the ten-minute rule, I hope you will call me to order). What constitutes a "teacher?" (I suppose the rule to stand as it is before the proposed amendment). The point to consider in the application of the rule is that a teacher is one who teaches bicyclers the art of riding for a livelihood. If this construction were accepted it could leave no question. You know—many of us know—who have experience in the matter, that it is impossible for any organization to draw rules that shall be susceptible of only one construction. Our constitution is no exception. Though we might be constantly tinkering the rules, the committee would frequently be called upon to decide nice questions of construction applicable to special cases, whether the rule stand as it does, or whether the amendment proposed by Mr. Parsons be adopted. And my excuse for taking your attention to-night is the sentiment of members of the League, and wheelmen generally, that a radical change is needed in applying the rule, and a distinction between the professional and amateur teacher. It is, I think, one of the most important questions before the League to-day, or before the bicycling public. In the days of the beginning of bicycling there were only twenty-five or thirty of us, as you will remember; at that time there was not one of us who

would not most heartily show another how to ride, hold the machine while he mounted, help him to take the pedals; not one of us but would tell him how to dismount, and which way to turn the wheel—to the right or left—when in danger of falling. Not one of us but was doing then what is done to-day in a riding school. It was then an essential necessity, for there were no teachers who gave their time to it, or who were solely employed in teaching. Thus, there was a necessity for it, and if we had not done so, there would have been very few bicyclers now. Now, where shall we draw the line? I can point to many in this room—and I don't need to call their names, because we are acquainted here—who were teachers in this sense, and it is needless for me to assert that those who do this now are no less gentlemen than they were then, but obliging wheelmen.

Now, in my idea, it is not teaching the art of bicycling to go so far as introducing a man to the bicycle, or showing him how to handle it. Teaching does not begin when you mount a man on the wheel for the first time, and show him how to get off or to ride to Canton and back and do it creditably. Teaching does not begin until after that, and no man is technically a teacher who keeps a school and sometimes handles the machines, or takes a class for a riding exercise or goes on the floor to fill a vacancy; that does not constitute a teacher.

A teacher of the bicycle is illustrated very well by Mr. Prince, who takes a man who knows how to ride. He does not teach him how to mount, etc., but pace, angle movement, and all sorts of tricks, and coaches him, going out with him and watching him day by day, and hour after hour, evening after evening. He does for the rider what a groom does for his horse, even to rubbing him down. Such a man is a teacher; and no one teaching the elementary part of bicycling can be considered a teacher under the rule, though he may be covering his expenses, or even deriving a livelihood from it, and has sense enough to take the fees.

Now, for the application of it all. Across the country there are gentlemen who have gone into bicycling, partly, and perhaps for the most part, expecting to derive some pecuniary benefit by going into it. But what induces them to go into it? It cannot be simply this. We know that not one man in ten has derived that pecuniary benefit from bicycling that he would have derived from almost any other occupation or trade. But what keeps them in it if it is not the pecuniary benefit? It is because they are wheelmen. If twenty-five per cent of the wheelmen in the bicycle business are wheelmen because they are in the business, and for gain, seventy-five per cent of them are in the business because they are wheelmen,—led and kept there by enthusiasm, and with inadequate gain.

The practical part of it is, that these men are shown to be the most earnest and devoted wheelmen we have in the

country. These men are the captains and secretaries of clubs, and to them is due their formation.

Is it logical that the rule should be read so as to exclude these men from the League? Where would you draw the line? I would draw the line right through the rule. It is useless trying only to lower the standard of men who would teach without being professionals.

The idea I wish to convey to the board of officers is that they must consider each application on its merits. If the amendment is right, it should be adopted; or if the whole rule is useless, let it be struck out. The sooner any source of destruction to union amongst wheelmen is withdrawn, the better will the League be able to retain and admit many men, who under the present understanding of the rules are deprived of their membership.

It is the technical application of the rule that I object to; and I don't think the League of American Wheelmen, or any other organization, is necessarily confined to a strict and servile adherence to the letter of the law. The League rules are contrived to promote unity and harmony in the League, to make it more useful, and add to its membership. (*Applause*).

MR. CLARK.—It is impossible for me to reply with any such silvery tongue as Mr. Pratt, but at a previous meeting of this board he expressed rather different opinions.

DR. COLEMAN did not see that the opinion varied from his present views.

MR. CLARK.—Teaching as a means of earning a livelihood is what makes a man a professional.

MR. PRATT.—On that battle-ground we were fighting out the question as it arose, whether we were to exclude such men as Frank Weston and Col. Pope. At the meeting referred to I did not carry my point quite as far as I do now, as it was unnecessary. I held the same views then, although they were radically opposed by several members of the board of officers. I expressed those views to a certain point, and now I follow them logically further, and again state that teaching, in a professional sense, does not begin with the simple explanation or assistance which enables one to handle the machine,—in my opinion.

MR. WILLIAMS.—The question is capable of much argument. One may hold that he is a teacher who helps a man to mount; or a gentleman who does the same thing in order to sell a bicycle, is a teacher; or he is a teacher who is employed at so many dollars a week; while still another holds that no man teaches who is not a coacher, and ready to rub a man down.

This shows a great deal of ambiguity in the rule, and should not be allowed to remain so any longer. A gentleman applying for membership under our construction has to be rejected, while under another he can be accepted. Its influence on the membership roll is at once seen. An occasion arises where club

members have to choose between their secretary, who may be a teacher under one of the constructions of the rule, and the League. It is easy to see how the club will decide. It will of course support its secretary. I should therefore approve of a resolution leaving it to the League to judge what constituted a professional bicyclist, although, with such an organization as ours, it is important to appreciate the distinction.

VICE-PRESIDENT PARSONS. — I supposed that it would be necessary for me to say something in support of this proposed amendment, and I wished that we might have the eloquence and ability of our ex-president to aid us; very unexpectedly but most happily, we have had the benefit of both. He went so thoroughly into the question that there is little left for me to say; but let me say from the start I do not propose to press this amendment for the benefit of any teachers of bicycling, or from the belief that they cannot take care of themselves; but because I believe it to be necessary for the salvation of the League. There is scarcely a club in the country which has not among its members some man who might under a strict interpretation of this rule be debarred from membership in the League. In many cases these men are the most active and popular men in the club. Now, under the rule passed at Chicago, that clubs must have in their rules one providing that "*Every member of the club shall be and remain a member of the League,*" if this rule regarding amateurs remains as it is, we are in danger of losing some of our largest and best clubs. If it becomes necessary for clubs to decide between dropping some of their best men, or dropping out of the League, have you any doubt which they would do? Would the Chicago Club hesitate one moment between giving up such men as Mr. Fairfield, or Mr. Blake, or Mr. Conkling, or giving up the League? Would the Worcester Club drop good, Mr. Tolman, or drop us? Bicycling could not grow without such men, and we need them for teachers under Mr. Pratt's definition. We need gentlemen who can treat a gentleman properly, and from whom even a clergyman could receive instruction, and not be turned over to some ruder man. There are gentlemen — members of the League — who would willingly do this; but they dare not, if they wish to retain their membership in the League. I know a case in a neighboring city of a clergyman going to learn riding at a school. The principal turned him over to a man or boy; but seeing he was not getting on well, he assisted him. A bystander said, "Mr. So and So, you are running the risk of losing your membership in the League." Gentlemen, I will not quote his remark regarding the League. (*Laughter.*) One thing about this rule is, that it has not been enforced as it reads. It would cause trouble if it were, and it seems to me we should have no rules which will cause trouble in the League. These rules were hastily

passed at Chicago, and I do not think this rule would have been adopted if carefully discussed.

DR. COLEMAN. — I think there is more danger of our rules being too strict, than of their being too liberal, and I do not believe in closing our doors against wheelmen, who would be welcomed among us were the rule not made so stringent.

MR. HAZLETT. — A very prevalent idea through all the States was that, under the rule, a member could not pioneer wheelmen in the country, and accept any fee without risking his membership. One gentleman had conducted several parties of from thirty to forty, and with this rule in force he has to consider whether he will continue his teaching for the benefit of his club, or give it up for the benefit of the League. And such cases are common.

MR. SHILLABER. — From the way the rule is worded, I believe he will remain a member of the League. When the enforcement of such rules drives out men like Col. Pope, Treasurer Gilman, Chief Consul Hazlett, etc., then I don't think there is one here who cares to remain by the League with such rules. Still the rules should be so worded that they will be recognized by the English authorities, and our men be allowed to race at their meetings. And the rules should be made so as to avoid discord with those of the Bicycle Touring Club and Bicycle Union.

VICE-PRESIDENT PARSONS. — I understand that the Bicycle Touring Club has no rule which conflicts in any way with this, as amended, and it is a very successful and powerful organization, while the Bicycle Union is, I think, on its last legs. But I do not see the importance of keeping our rules in conformity with the English rules. Why, the fact that a person did *anything* "as a means of livelihood" would keep him out of most amateur associations in England, probably, but we look at those things differently, and a man is no less a gentleman here because he earns a living.

MR. WILLIAMS. — I move that the amendments be taken separately.

CHAIR. — The question comes on the amendment of Rule 25, to strike out the words "taught or." (Rule read.)

Amendment carried.

CHAIR. — Now we take up the amendment of Rule 26, to strike out all after the first two lines. Rule 26, as amended, will read: "Bicycle manufacturers, importers, dealers, and agents, as such, are not to be considered as professionals."

MR. WILLIAMS moved that the whole rule be stricken out to avoid improper use of it, saying that under it a bicycle dealer, agent, etc., might claim that he could not be considered a professional at all, although he might be what we should call such otherwise.

VICE-PRESIDENT PARSONS. — I do not consider the rule essential, but it seems to me the objection of my friend Mr. Williams is covered by the words "as such." It simply means that a manufacturer,

agent, "*as such,*" shall not be considered a professional, but if one of this class becomes a professional in other ways he could not be a member of the L. A. W.

MR. WILLIAMS. — There is a chance for a good deal of argument on that, and it is only fair to leave no opening for it. We have already had difficulty in defining who are teachers and who are not.

MR. F. S. PRATT. — I move that "unless disqualified," be added to Rule 26.

CHAIR. — Any addition will have to be published.

VICE-PRESIDENT PARSONS. — There would be no need to publish the amendment, as the attention of officers has already been drawn to the fact that amendments were to be made to the rule, and this is so slight a change that it does not require publication, I think.

MR. F. S. PRATT. — In adding this the amendment does not change its character.

MR. WILLIAMS. — I withdraw my motion, as Mr. Pratt's amendment covers the same ground.

CHAIR. — The motion now before us is to strike out of Rule 26 all after the first two lines, and add "unless disqualified under preceding rule."

Motion carried.

VICE-PRESIDENT PARSONS. — I wish to make a suggestion as to the government of the League. State officers are going to have larger powers, and the League will, to some extent, be run by State Leagues; but at present there is no provision for these State Leagues to have any funds. If some portion of the League's funds were appropriated for the State Leagues, it would be perfectly fair, and leave the League plenty of funds. Half the funds received from any State might be returned to the officers for use in their own State. This would leave sufficient to pay the running expenses of the League.

TREASURER GILMAN. — I certainly like Mr. Parsons's idea, but if carried out it would lead to a close investigation of the membership roll.

MR. LAMSON. — I propose that each member, being also a State League member, should pay a fee of \$2.00, each State having a separate fee for its State members; and I think the State Leagues should have a dollar admission fee as well as the League.

MR. HAZLETT. — It is a question in my mind whether each State should have any fee separate from the L. A. W. fee, and it seems to me that any little incidental State expenses had better be borne by an extra assessment of the State membership.

MR. WILLIAMS. — I think there is a danger in collecting separate fees of the stronger organization becoming independent of the League.

CHAIR. — On general principles it may be well enough to return some of the fees to the Middle States without making separate collection; for so far, membership with the League has not been much good to them, and they pay the fees more

for the honor of belonging to the L. A. W., for all in the West have no other advantage. Many men who pay the dollar can't pay \$25 to come on here. But still I think it is worth a dollar to belong to the League. While an increase in the fee might work well in the East, I know in the Western States it would diminish the membership.

MR. CLARK. — I think the success of the L. A. W. depends almost entirely on the State Leagues; and it is only just and right they should have a certain portion of the State funds to put in the State treasury. Thus far, the State members have never seen what their dollar has gone for, and the League must be blind if they think members will continue it. Mr. Parsons suggests that half the present fee be returned. This, as I said, I agree with; but bicyclists don't want any additional expense.

MR. MARSDEN. — Can the treasury of the League stand the loss of funds?

TREASURER GILMAN. — That depends on the amount State Leagues call back. We have now about \$1,000, and the total expenses this year have been about \$750, having started the year with a balance of \$500 in the treasury.

MR. MARSDEN. — Do you assist members in case of claims for damages?

A MEMBER. — Some of the funds received do now get back to the States, and in some we want to place one hundred sign boards, while in others only ten. We do not pay legal expenses, as they are usually too heavy. I do not think the \$2.00 fee would work, and it would tend to reduce our membership, which is our glory and strength. By spending more on signboards in the different States we should largely increase our roll, as the advertisement would do this, as it does in all other business.

MR. F. S. PRATT. — It would be better to have the finance committee report on Mr. Parsons's suggestion. If the funds of the League were used for legal purposes it would require more than 50 per cent. retained in the treasury.

VICE-PRESIDENT PARSONS. — I would suggest that the State Leagues have the right to draw on this League only for a certain percentage of the funds contributed by each State.

MR. MARSDEN. — This would not work very well, for in some States there are only six or seven members, while East there are a great many, so that in the West very few signboards would be seen, while in Rhode Island, for instance, there might be one for every mile. It seems to me that the stronger States ought to help the weaker, otherwise there will be too many boards in some States and not enough in others.

VICE-PRESIDENT PARSONS. — I move that Mr. Wm. R. Pitman be elected a member of the League. For many years he has been trying to get into the League, but the board of officers were inclined to refuse him. I have a feeling of gratitude to him for his lessons, and I now see no reason why he should not be accepted,

and feel sure if he is admitted he will prove an acceptable and satisfactory member of the League.

MR. MARSDEN. — I cordially second that motion, for I think that Mr. Pitman is entitled to membership.

CHAIR. — The board of officers should vote upon him, and I put the motion, That Mr. W. R. Pitman be elected a member of the L. A. W.

Elected unanimously.

VICE-PRESIDENT PARSONS. — I move that the corresponding secretary be ordered to furnish to the *Wheel*, of New York, a list of candidates for membership, the same as furnished to the official organ of the League, and also special notices of League matters.

Motion put and carried.

VICE-PRESIDENT PARSONS. — This morning we delayed action regarding election of officers for Pennsylvania, as I expected a telegram from them; but as I have nothing further we may proceed. (Letter was then read from the Philadelphia Club of considerable length, stating that they considered the report of the committee unsatisfactory.) The vote was in violation of Rule 21. I wrote in answer to this that the Committee on Rights and Privileges had rendered their report on the case and it would be brought before the board of officers. Let me say that these votes were not received until after we had finished counting the votes. My letter to Mr. H. A. Blackiston simply said we did not consider this a ballot in the right acceptance of the term, as every blank must be signed by the voter and returned, which was not done. We acted as a committee only, and as the rule required, and thought each member of the League should have his individual vote; consequently we threw out this vote. Thus the matter is before us by their request.

MR. WILLIAMS moved that the secretary be requested to write the Philadelphia Club that the Committee on Rights and Privileges acted in accordance with the rules of the League and their action is confirmed.

Motion carried.

VICE-PRESIDENT PARSONS. — Mr. Beltz having resigned, I move Mr. Harold R. Lewis be chief consul for Pennsylvania.

Motion carried.

VICE-PRESIDENT PARSONS. — W. E. Montelius is elected, and I move that Mr. Geo. D. Gideon be elected for the other representative.

Motion carried.

MR. LAMSON. — There is a question that I have not heard brought forward in the League, and that is legal protection. Early members of the League had it represented to them that the League would protect their rights on the road. We well know the funds of the League will not permit any such expense.

Several plans were mentioned for the formation of local protection associations in connection with the League, but while this was practicable to some extent they

would not be likely to succeed, as they would be offering a premium on recklessness.

The CHAIR thought the only way to really do any good was to form local legal protection associations, such as were already working in Ohio and some other states.

MR. LAMSON. — In regard to League sign-boards, some letters have appeared in the *WORLD* and other papers in reference to a uniform style of board for the League. I would suggest that we have a stencil plate prepared, with some such design as I have sketched out (a circle with the initials of the League, with an arrow-head outside the circle to point the direction). Such a stencil would come very cheap for a quantity, and could be sent to every club desiring them, and could, by obtaining permission from the proper authorities, be used on existing sign-boards.

MR. HILL. — That is a very practicable suggestion, and could be acted on at once. What I have to propose is that it should be agreed to furnish all sign-boards of a particular pattern, so as to be easily distinguished without dismounting. Such a design would be characteristic and economical.

The matter of sign-boards was fully discussed, and it was generally admitted it was very desirable to have them; but as boards were expensive and difficult to put up, while the stencil could be carried and used wherever there was a board or fence.

MR. HILL moved that Mr. Lamson's design be adopted by the League as their official design, to be used hereafter by the League.

Motion carried.

VICE-PRESIDENT PARSONS. — I move that Mr. Lamson be authorized to procure or have made one hundred stencils for distribution to the League consuls through the corresponding secretary.

Motion carried.

VICE-PRESIDENT. — Mr. President, there was a question the treasurer asked this morning. He wished for instructions on the matter of raising interest on the League funds, and I think if he needs instructions that we had better give them to him.

TREASURER GILMAN. — The sum total of my remarks on the subject was that last year we received \$12.92 as interest. It is not a very large sum to be sure, but yet it will help to buy a die for the stencil plate, — and this year I should like to see a little from interest, so as to make the report look a little better. I am willing to take the fund and give you six per cent. for the use of the money, if you like to trust me, or it can be deposited with any savings bank at four per cent.

MR. LAMSON. — Mr. President, while none of us feel any objection to loaning the money, or to getting six per cent. for it, yet I think it would hardly be advisable for us to loan it to any private concern, but that it would be preferable to have it

go into a savings bank rather than into private hands.

MR. HAZLETT. — I think it would be well to place it in a savings bank, and for greater security divide the deposit among two or more banks.

VICE-PRESIDENT PARSONS. — It seems to me it would be a bad precedent to place the funds in private hands. I move that the treasurer be instructed to place the funds in some savings bank to an amount not exceeding \$500 in any one bank.

TREASURER. — Mr. Parsons might continue his motion by adding, "and that he deposit two-thirds of the funds in his possession." This would leave about \$300 subject to check.

CHAIR. — If that will be enough to pay for the hand-books and circulars it would be well to do so. But you will require to always have some ready to draw upon by check, and if you get low, you can renew your deposits at the Nashua Bank.

VICE-PRESIDENT PARSONS. — I move that the treasurer be authorized to deposit two-thirds of the funds on hand in any savings bank to an amount not to exceed \$500 in any one bank.

Motion carried.

ROUTE SLIPS.

MR. HAZLETT. — I state, for the information of the chief consuls and representatives here, for the first time, probably, that the secretary has not sent away all the route slips. They were drawn with great care, and printed and placed in the hands of the corresponding secretary, but I don't think any effort was made to forward them to the different consuls; and now we have almost an entirely new set of officers, it would be well for the chairman of the meeting to call your attention to the subject.

CHAIRMAN. — Why should not some one in the League who is willing take this on his hands, and be the committee for distribution?

MR. HAZLETT. — I think it will be well to have a motion "that the corresponding secretary be instructed to send to each consul and representative a copy of the route slips."

No action taken.

CONSULAR CERTIFICATES.

VICE-PRESIDENT PARSONS. — I would like to hear some discussion as to consular certificates, as they should be printed in quantities by the League, and be kept on hand to supply to chief consuls.

MR. HAZLETT. — Some time ago I wrote to the corresponding secretary for some, and he sent me half a dozen of the old last year's certificates. The secretary should furnish fresh ones, with a complete list of the chief consuls.

CHAIRMAN. — It would be well to have the executive officers, and also the name of the racing board, printed on the back of the certificate.

VICE-PRESIDENT PARSONS. — I move "that the corresponding secretary be instructed to furnish each chief consul with

blank consular certificates at once, and that the rule regarding consuls, the names of the executive officers, and of the racing board, be printed on the back of the certificate."

DR. COLEMAN. — Of whom does the board of officers consist?

VICE-PRESIDENT PARSONS. — All consuls and representatives and members of the executive board are members of the board of officers.

TRANSPORTATION OF BICYCLES.

MR. CLARK. — I should like to hear what the members of the League know on the matter of the railroad tariff on bicycles. I have looked into it slightly. The Boston and Albany charge fifty cents for carrying a bicycle a few miles, while a passenger fare would be only ten cents.

CHAIRMAN. — In Ohio, on the Pan Handle road and its connections, we are charged nothing at all, if, when we pay our fare we get a permit, though it is customary to give the station-master a quarter of a dollar.

MR. HAZLETT. — On the Eastern Railroad they charge a cent a mile, or anything that comes into their heads.

MR. HILL. — I came from Swampscott and paid no charge.

DR. COLEMAN. — When I take my bicycle on the cars I can always get it transported free, by explaining the circumstances and signing a release to the company in case of damage. I have ridden back and forth, east and west, and never paid one cent for transportation of my bicycle. (*Applause.*)

MR. LAMSON. — I understand that the Grand Trunk of Canada have given permission for bicycles to pass free. I think the matter lies with the baggage agents; and that if some member of the League, as its representative, would put the matter before the railroad authorities in its right light, bicycles would be allowed to go free.

DR. COLEMAN. — I think the railroad companies would not have charged if wheelmen had not compelled them to pay damages and held them responsible.

MR. A. J. PHILBRICK. — Mr. President, I was in hopes that coming here I should have something to do, as when I left home I thought Mr. Parsons would not be here. I find he is, and he has done the work and left me nothing to do. As regards the carrying of bicycles, I am so well known on my line that I am frequently asked whether I am carrying my own wheel or am taking it to market. For my part I would rather pay the baggage man a quarter than explain. I believe that railroad companies never would have charged had the bicyclers not held them responsible first. What I wish to mention is, that it seems to me we have had a very great falling off in members during the past year. We have fallen off from 3,000, or thereabouts, to 1,400. I think there should be something done to show to the wheelmen that the L. A. W. is of some benefit to its members; and unless you can show to your members that it is a benefit, the membership will greatly

drop off. I could not help thinking of this to-night. Our members are practicable men, and I think three-fourths, I could say nine-tenths, of the members of the L. A. W. believe, that if they were run into that the League would protect them. This has been the one prop keeping them to the League, and now this prop is taken from under, if what has been said should be reported. What can I expect if some other prop is not put in its place but that they will cease paying when they find they get nothing for their money. We can tell them the L. A. W. is going to furnish sign-boards, or, at least, stencil plates, which is something, but I shall be sorry to tell any member that the League does not protect him. That we may not lose our members, if we cannot protect them, let us give them something; if we give them nothing, we shall not keep them. (*Applause.*)

ANNUAL MEETINGS.

CHAIRMAN. — One thing has occurred to me, that we should consider the time for our annual meeting and election. It seems to me that the end of the month is not the best time for us. Many members of the League are employees of railroad companies, and being the end of a quarter are generally winding up the three months business, and I think the day would be better changed to an earlier part of the month.

VICE-PRESIDENT PARSONS. — That day was originally fixed because it is Decoration Day, and members are more at liberty.

CHAIRMAN. — Which reminds me that the Grand Army of the Republic is a great organization now. I am not initiated yet, but expect to be, and many of our members are also members of the G. A. R., and would like to be with their regiments on the 30th of May.

MR. HAZLETT. — There is no other holiday we could have in the spring.

MR. LAMSON. — Cannot we come to some point of action in relation to rates. Why cannot we instruct chief consuls to work for a different tariff?

MR. PHILBRICK. — I would suggest that some competition be arranged between the different railroad companies.

MR. LAMSON. — I move "that the chief consuls be instructed to confer with the proper railroad authorities as to a special uniform tariff on bicycles."

DR. COLEMAN. — I move an amendment, that the president shall appoint a committee for the purpose, and take his time over it.

MR. F. S. PRATT. — I move "that the president be requested to appoint a committee of three, who shall investigate the subject of bicycles on passenger trains."

DR. COLEMAN. — I think men of experience and of influence in railroad centres should be selected.

After an informal discussion, MR. PRATT moved "that the president appoint a committee of three from the general membership of the League to investigate the matter of the transportation of bicy-

cles in passenger trains, and to take action towards securing the most favorable rates."

Motion carried.

On the motion of VICE-PRESIDENT PARSONS, the meeting was adjourned.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CHELSEA BI. CLUB.—A special run of the club is ordered to Washington, D. C., 29 November. Members will report at New York and New England Depot, 27th inst., 6.30 P. M., and take night train at seven. Full uniform required, and white gloves for parade.

FRANCIS W. WHITING, *Capt.*

FALLS CITY BI. CLUB.—The Falls City (Louisville) Club, officers and membership are: President, Henry J. Haupt; secretary and treasurer, A. S. Dietzman; captain, William T. Francke; privates, Orville Anderson, George A. Francke, Louis Welle, Leon Johnson, Hugo Helburn, Guy Emmet, Owen Lawson, Prince Wells and William Funk.

CHELSEA TRI. CLUB.—A tricycle club was formed in Chelsea, on Wednesday, 1 November, with the following organization: Captain, William E. Gilman; secretary, Frank W. Whiting; treasurer, Abbot Bassett.

BOSTON TRI. CLUB.—At the regular meeting of the Boston Bicycle Club, Wednesday evening last week, a tricycle division was formed to be known as the Boston Tricycle Club.

BOSTON BI. CLUB.—Fifteen candidates were admitted to membership in the Boston Bicycle Club, at the meeting last week, Wednesday evening. The club proposes to be well represented at the Washington wheelmen's meet, 29th inst.

The Crescent Bicycle Club has presented to Ex-Capt. F. B. Carpenter, in token of their esteem, the elegant banner received for the club's fine exhibition drill at the Union Athletic Club games last winter.

The Hawthorne Bicycle Club, of Salem, sixteen in number, enjoyed a run to Rowley, sixteen miles, one day last week, making it in one hour thirty minutes. After the dinner an exhibition of fancy riding was given in front of the Eagle Hotel and a game of football enjoyed.

The King's County Wheelmen and the Brooklyn Bicycle Club united in a run to Orange, N. J., Tuesday, election day.

The annual meet and parade of Bicycle Touring Club (American Branch), was held Tuesday, in New York city, the parade being under command of F. G. Bourne, and the objective point, Yonkers, where dinner was served.

RACES

DAYTON, OHIO.—A series of interesting bicycle races have just ended at Dayton, Ohio. The Dayton Bicycle Club subscribed for a handsome silver pitcher and goblet to be raced for by its members. Each race twenty miles, and to be won three times before the pitcher could be claimed. The races took place on the Fair ground track, but with exception of third race, the track was in very bad condition. The first race was won by Fred. Kohnle in 1h. 32m. The second race was won by S. S. Mott in 1h. 23m. The third race was shortened to fifteen miles, and was won by S. S. Mott in 58m., with Kohnle close behind. The fourth race, of twenty miles, was won by Fred. Kohnle in 1h. 32m. The fifth race was the most interesting of all. A rain the night before spoiled the track, but the boys were there nevertheless. Mott and Kohnle kept together until the end of the nineteenth and one-half mile, first one ahead and then the other. At the beginning of the last half mile Mott was ahead, but about quarter way round, Kohnle made a spurt and came in ahead with plenty to spare, and won the pitcher and goblet. Time for the twenty miles, 1h. 38m., which was good considering the mud.

SEC.

NEW YORK, 28 OCTOBER.—One mile bicycle race, in connection with the New York College A. A. games, won by E. L. Armstrong in 4m. 43s.

POINT JERVIS, N. J., 28 October.—At the driving park, Mlle. Louise Armaindo rode against a trotting horse, the latter winning two three quarter mile heats. W. J. Morgan won a five mile race against T. W. Eck. A half mile amateur race for a gold medal was won by Frank Melvern in two heats; time, 1m. 35s. and 1m. 36s., respectively.

HAMILTON, ONT., 21 OCTOBER.—Hamilton Bicycle Club races: three miles club championship, J. Moody, Jr.

The tricycle race for the five miles track championship of England took place at the Crystal Palace track, 14 October. It was run in three rounds (for position) and a final, the positions in the latter being won by C. E. Liles, and H. W. Gaskell, who made a fine struggle which resulted in Liles winning the championship in 19m. 39½s. The best contest of the series, however, was the first heat of the third round, the participants being Liles and N. J. Lowndes, the winner of the recent fifty-miles road race. Both men laid in to beat and so earnestly that times for the third, fourth and fifth miles were beaten, Liles winning the heat. The times by miles were: 3m. 22s.; 6m. 55½s.; 10m. 27½s.; 13m. 59s.; 17m. 31½s. Lowndes led all but the fifth mile.

W. M. WOODSIDE won the fifty-miles championship of Ireland, 21 October, at Phoenix Park, Dublin, the race being under the auspices of the Irish Bicycle

Association. At the beginning of the fifth mile he was leading, when his machine broke down, by which he lost eight minutes before he remounted on another machine; but he soon regained his position and won the race in 4h. 14m. 20s.

Æolus to the Front Again.

THE RECORD ONCE MORE BROKEN.—ONE HUNDRED AND SEVENTY-NINE MILES IN 23H. AND 54M.—The captain of the Æolus Wheel Club, of Worcester, having called a long distance run for Friday, 3 November, at 5 P. M., two members of the club, Messrs. Midgley and Arnold, put in an appearance at the Union station at 4 P. M. and proceeded by cars to South Framingham. At 5.02 wheels were mounted, and the run was made to Saxonville and back to South Framingham; thence *via* Natick and the Newtons to Brighton, which was reached at 7.38, where supper was taken at the Cattle Fair Hotel. Leaving Brighton at 8.14, they passed through Cambridge, Arlington, Medford, Malden, East Malden, to Franklin Park, in Saugus, and returned to Brighton *via* Malden, Medford, Somerville and Cambridge, arriving at the Cattle Fair Hotel at 12.10. Leaving Brighton at 12.25, they rode back to Natick, 2.22, thence back through Brighton to Cambridgeport, and back to Brighton, arriving at 5.22. At this point Mr. Arnold was obliged to take the cars for home, he having got a severe fall in Malden the evening previous, on the way back to Brighton, resulting in a bad bruise over the right eye, cutting one hand, and hurting his right knee. He showed remarkable pluck in riding the night out after the accident, and would have finished the run but for his lame knee. At six o'clock Midgley left Brighton alone and rode to Saxonville *via* South Framingham, and back to South Framingham again, arriving there at 8.13, where he was met by three of the club. At 9 wheels were again mounted, and the run was made through Newton Lower Falls and Beacon street to Walnut street, thence to West Newton, Waltham, Wattertown, Brighton, Chestnut Hill, once around the reservoir, and back to the Cattle Fair Hotel, arriving at 12.09. Dinner was taken here, and at 1.05, accompanied by a fresh Æolus man, they proceeded *via* Chestnut Hill, Beacon street, Hammond street, Newton and Pond streets and Jamaica Plain to Lower Mills, 2.10, and back over the same route to Beacon street, and then direct to South Framingham, then to Framingham Centre and back to South Framingham, arriving at 4.56. Total time on road, 23h. 54m. Halts, 4h. 42m. Riding time, 19h. 12m. Distance by cyclometer and well known distances, one hundred and seventy-nine miles.

Brace up, ye long distance riders, as winter cometh on apace, when no man (except Wilmot) can ride. ÆOLUS.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

Resignations.

MR. W. H. MILLER, *President L. A. W.*:

Dear Sir, — I beg to tender my resignation from the committee on membership L. A. W., and trust it will be accepted. Yours very cordially,

W. F. GULLEN,

Chief Consul L. A. W., N. Y. State.

163 JORALEMON STREET, BROOKLYN,
2 November, 1882.

MR. W. H. MILLER, *President L. A. W.*:

Dear Sir, — I herewith resign from the membership and racing committees of the League. The action of the board of officers at their last meeting renders it impossible for me to serve conscientiously upon those committees. I therefore withdraw from them in favor of some gentleman who holds less conservative views on the amateur-professional question. Very respectfully,
L. H. JOHNSON,

Chief Consul L. A. W. for New Jersey.
ORANGE N. J., 4 November, 1882.

THE New Marlboro' Hotel, No. 736 Washington street, C. H. Moore, proprietor, has been reappointed the League Hotel for Boston, with the following prices: Per day, \$2.50 and \$3.00. If European plan desired, room, \$1.00; meals, 75 cents each. Twenty per cent discount from all prices to League members. Present L. A. W. tickets on claiming the discount.

W. B. EVERETT, *Consul.*

CURRENTE CALAMO

THE Cunningham Company have received three National trikes.

F. W. WESTON was in New York Tuesday, to attend the B. T. C. run.

AMATEUR bicycle races are to be run to-day at the Kenoza Driving Park, Haverrhill, if the weather is propitious.

THE Æolus Wheel Club, of Worcester, again has the lead in the century run business, with 179 miles to its credit.

SECRETARY C. K. FERRY, of the Springfield (Mass.) Bicycle Club, was in Boston last week and gave us a pleasant call.

PRESIDENT CROTHERS, of the Champion City Bicycle Club, recently made a one hundred and ten mile run in about eleven hours.

THE Crescent Club have given up their headquarters and will meet at the residences of their members, as more likely to produce sociability.

THERE are now four tricycle clubs in this country, — the New Haven, the Alpha of Newton, the Chelsea and the Boston. Why do not the Washington tricyclers organize?

A BOY, who deserves to be turned over to the hungry bears, recently upset and injured Secretary Barnum, of the Champion City (Springfield, Ohio) Club, by thrusting a stick through his wheel.

THE headquarters of the Boston Bicycle Club were opened to friends Tuesday evening, telegraphic reports of election returns being received there simultaneously with those to the associated press.

CINCINNATI bets a silk banner that any ten of its club can beat a like team from the Champion City Club in a twenty-four hours' run, and the latter is tip-toeing on its highest ear to reach that banner.

A NEW bicycle lock is offered to wheelmen. It dispenses with the troublesome chain and padlock, and is permanently attached to the bicycle. There must be a good demand for such an article. See advertisement.

LEWIS T. FRYE has accepted a challenge by John S. Prince to amateurs for a ten-mile race, with twenty seconds start, provided League sanction is obtained. Mr. Frye has applied for this to members of the Racing Board.

THE Tremont Bicycle Club members, who recently made the splendid run of one hundred and fifty-four miles in twenty and one half hours, all rode British Challenge machines, and are loud in praise of their steadiness and ease of running.

AN exhibition of bicycle fancy riding and club drill was given in Holyoke City Hall, Tuesday evening of last week, under the auspices of the local bicycle club, in which members of the Springfield Bicycle Club participated. A large audience was present.

THE Sanspareil machine has found its way to Philadelphia, and is offered for sale by A. G. Powell & Co. This wheel is making a good impression, and those who have tried it speak in the highest terms of praise. Boston wheelmen have not yet seen the machine.

A CORRESPONDENT writes from Philadelphia to correct our report of the recent races in that city, to the effect that C. A. Roberts, of the Pennsylvania Bicycle Club, won second place in the novices' event, instead of B. G. Sanford, of the Ixion Bicycle Club.

CAPT. C. A. HAZLETT and President F. J. Philbrick, of the Rockingham Bicycle Club, of Portsmouth, N. H., have added their names to the century list. On the 29th ult. they made on the roads between Newburyport and Brookline, via Marblehead and Medford, and re-

turn to Newburyport, a run of one hundred and twenty-six miles, making seventy-five miles against wind before twelve o'clock noon, and they would have accomplished many more in the afternoon but for the rain and darkness. Try again, old Centurians, when the elements are not against you.

WILL. FRANCKE, of Louisville, has at last got his 50-inch Yale racer, and is rapturously gloating over it, while he looks askance at Jenkins, the *Argus* man, as who should say, "Now, mind your eye, Charlie; I'm after you." Francke has our thanks for copies of the *Louisville Post*, containing bicycling notes.

EVERY officer who, because of dissatisfaction with League proceedings, resigns his position on the board, strengthens the cause he would oppose, because the chances are that the vacancy will be filled with one of his opponents. Better retain the advantage an inside position gives to fight objectionable measures.

AN important legal decision respecting reissued patents was rendered 30 October, by Chief Justice Waite. This was a suit in equity brought for the infringement of reissued Letters Patent, dated Dec. 8, 1878, and granted to the complainant, for an improvement in the manufacture of heel stiffeners for boots and shoes. The court holds that the specification and first claim of the reissued patent is a plain attempt to include a device which was not and could not be fairly covered by the original patent. That claim, therefore, which is the only one which the defendants are charged with infringing, is for that reason void.

WE wish to direct the attention of our readers to the announcement of Washington wheelmen, respecting the grand parade and race meeting in that city the 29th inst. A successful gathering and fine display in the national capital, and in the presence of the president and other members of the national government and American and foreign dignitaries, will be of great benefit to our pastime, and do much toward securing favorable legislation for us when occasion may require it. It is, therefore, desirable that it be a large gathering, an orderly gathering, and an attractive gathering; and since it is to be in the season of the great fall holiday — Thanksgiving — when vacations will be in order, we hope wheelmen in all parts of the country who can "get away" will endeavor to attend.

THE grand public opening of the Olympian Club took place last Saturday evening at the splendid rink established under the management of the president, Mr. C. M. Raymond. A large number of special invitations had been issued, but thousands also purchased tickets of admission, and not only was the attendance large, but it was especially noticeable for quality. Indeed, seldom have we seen a purely sporting or athletic entertainment so entirely free from what

"society" would call objectionable people. There were probably two thousand, both children and adults, promenading the great floor on roller-skates, — the principal exercise of the evening, although by no means the principal attraction. The exhibition sports, which took place within an area surrounded by netting, comprised fancy skating by experts, a bicycle drill, trick and fancy bicycle riding, and a game of polo on skates, — the latter between teams of five each, and all of Lynn. Capt. F. S. Winship, of the Star Bicycle Club, being one of the contestants. The bicycle drill was done by eight members of the Crescent Bicycle Club, of Boston, under command of Ex-Capt. Fred. B. Carpenter, and although this feature was gotten up at too short notice for proper preliminary practice, the men acquitted themselves well, and were heartily and frequently applauded. Harry W. Tufts, of Attleboro', did the fancy riding, and it is needless to add that his wonderful and graceful feats of skill and daring were thoroughly enjoyed and appreciated by the bicyclers present, no less than by those to whom they were unfamiliar. This enterprise of the Olympian Club will deserve all the encouragement and aid that can be bestowed upon it by bicyclers or others.

Cycling Memos.

CIRCUMSTANCES which have somewhat agitated the bicycling public, and have caused a stir in cycling politics, have led me to wander somewhat from the original road I had started to travel when I undertook to weekly put my pen to paper for the WORLD.

I RETURN to my first plan of presenting in the "memos." practical hints and "tips" on the use and construction of bikes and trikes.

"LONDON W." is not repentant, and he cares not if he brings coals of fire upon his head; nor if he has gained the dislike of a few whose love of wheeling is in proportion to the dollars and influence gained. If he has written one word which will awaken in any mind feelings of shame, or if he has shown how the League has been used to further private ends, he will feel amply repaid for any slight inconvenience he may suffer at the hands of those he — but let it rest.

I HAD occasion the other day to indulge in the pleasures of a tricycle ride, and was charmed as well as surprised at the facility and comfort with which ten miles of macadam and paving was traversed on the machine — a central driving Coventry Rotary.

MY muscles for a year or more have been trained to the propulsion of a thirty-eight-pounds bike, and yet no strain was felt upon them in riding at a good gait a tricycle weighing about seventy-two pounds.

HILLS that in days gone by I have frequently walked over beside my bike were surmounted with little difficulty on the tri.

THERE is a tendency on the part of the Coventry Rotary to claw off to the right, this being especially noticeable when on the right hand side of a road with any crown.

THIS latter objection would not obtain in England, where the law of the road is the reverse of ours, as I found by testing the machine on the wrong side of the road.

THE extreme narrowness of the machine and the fact that it only makes two tracks, is a strong argument in its favor, as an ordinary doorway can be entered and a better pick of the road had.

I WAS more than satisfied with the three-wheeler, and am strongly inclined to invest in a trike of some description, as an enhancer of the pleasures of wheeling, with which nothing can compare.

EX-SECRETARY PUTNAM has, by his manly course, won the respect of "London W.," who has always believed that a strict amateur rule was the bulwark of any amateur athletic association. "London W.'s" opinion may not weigh much with the wheel world, but he has a high regard for it himself.

THAT this opinion is shared by many is evidenced by an increased interest in the Bicycle Touring Club, which has "The recognized definition of an amateur," and requires an applicant to be either a member of a club or association of recognized amateur status, or to furnish proper references.

A PROVISION of great wisdom in the long run, and which has placed the Bicycle Touring Club at the head of bicycling institutions, and gathered members from all parts of the world, until it is no longer an English institution only, but an exponent of cycling freemasonry everywhere.

How the members of the League at large feel I do not know, but I think if a vote were taken a majority would be in favor of a rule which gave them a standing of some value. LONDON W.

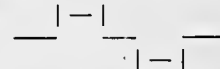
An Early Crank Velocipede.

A correspondent of the Atlanta Constitution writes as follows: —

BRUNSWICK, 27 October. — Under the subheading, "The History of the Bicycle," in an article headed, "The Hub's Wheels," in your issue of the 22d instant, your Boston correspondent has fallen into error in stating that the first velocipede built in this country was put up by one Pierre Lallement, a Frenchman, in the year 1866. By reference to the enclosed article, taken from the Brunswick Advertiser and Appeal of July 15, 1882, it will be seen that the first vehicle of the velocipede kind put up in this country dates back at least fourteen years beyond the one in question: —

"Just thirty years ago, in the county of Liberty, and village of Flemington, probably the first vehicle of the velocipede, tricycle, or bicycle kind, saw the light in Georgia, and, for aught we know, was the

first in the South, or even the United States. It was built by two lads, cousins (respectively thirteen and fourteen years of age), named Stacy, and known everywhere throughout that section as Bob and Tom. The machine was built entirely by the boys, Bob being the master builder and the older of the two by one year. The machine was crude in its make, for it was built by boys, without tools; but it had the principles of cycles of the present day, with one advantage, which was that it utilized both the weight and the muscle of the rider. The machine had four wheels, each about two feet high, connected by iron axles made firm in the wheels, upon which rested a frame with standards and a railing. The front axle was made with a double crank in the centre, thus: —



Upon these cranks were treadles, the rear ends of which were swung from the hind axle. To propel the machine the operator would stand on these treadles, holding on to the railing of the frame, and whilst bearing alternately upon these treadles, would press down by pulling upward on the railing. The machine was abandoned by the boys when they found that to secure any degree of speed they must have large wheels. These they were unable to procure.

We do not assert positively, but we feel confident that this was the first machine of the kind ever propelled on a dirt road. These two boys still live. One is a practicing physician in New York city, and the other is the writer, the editor of this paper."

The present tricycles work on the very same principle as our machine (for, you observe, I was one of the builders), only we used four wheels instead of three. Ours was abandoned, not because it did not work, but because we discovered, just what others have, that the front wheels must be large, and being only boys, and without tools or money, we could neither build nor purchase the necessary front wheels, and so abandoned the project. Dr. Robert Stacy, the other builder with myself, was for many years a resident of your city previous to his moving to New York. No, Mr. Editor: the first velocipede built in this country, and probably in the world, was put up and run by two southern boys about the year 1852, and the front axle of it is to-day stored up, as a relic, in my father's old barn in Liberty County.

T. G. STACY.

Spokes.

Editor Bicycling World: — The new spoke described by "Steno" as of Chicago invention, reminds me very much of a machine built in Bethlehem, Pa., three years ago. This bicycle had a threaded nipple on the outer end of the

spoke which screwed directly into the rim. The hub-flange had a lip turned over at right angles to its face, through which were made holes for the spoke to pass. A slot, narrower than the hole, was cut from the hole through to the outside of the lip. A thick-ended spoke, with a head on it, could thus be slipped through the slot and pulled up till the head was in place against the under side of the lip. It could not come out till it was lowered down a little way, because the thick end, which fitted the hole, was too large to pass through the slot. The machine has run long distances, and the spokes wear well. H.

A CORRESPONDENT writes:—Among the patents granted 31 October is one on a velocipede to be used on ice. The rider is seated in a saddle over a large wheel, the rim of which works on a shaft running under the machine. On the rear end of this shaft is a large spiral, which acts very much the same as the propeller on a steamship. The sharp edges of this spiral revolving on the ice force the velocipede forward. The machine is steered with a handle-bar attached to a rod running down in front of the wheel, and connected with a sled. By turning the sled the direction of the velocipede is changed. Although the use for such a velocipede would be limited it would still be a pleasant way of navigating such a field of ice as the Hudson presents during the winter.

DRESS.—A LADY'S EXPERIENCE.—For the benefit of those ladies who are only beginners at tricycle riding, I wish to give you my experience in one or two matters. First, regarding seats or saddles, the seat is certainly the most comfortable, but the saddle, by giving more power over the treadles, enables a lady to do a larger share of the work of driving the machine than she can possibly do on a seat; and for any one who is tolerably strong, I do not think the saddle would prove injurious to health. As to the appearance of the saddle, if the dress worn is a good width, say three yards wide, it is almost impossible to distinguish what kind of seat a lady is using; in fact, when riding on a saddle, I have several times been asked what sort of seat I used. With regard to dress, I would advise a plain dark woollen material, wide skirt, with little or no trimming, made extra long, but not sufficiently so to catch on the treadles; a plain felt hat, or else a small close one made of material like the dress. I prefer boots to shoes, for the latter soon become untidy looking, and gloves should be rather loose or they split. A suit of merino underclothing is best next the skin, for flannel is so very irritating as to be almost unbearable. When I first rode I wore a long Newmarket coat, which reached my feet, but I found it very heavy and uncomfortable. In those days I was very much observed, for I was, I believe, the first lady who rode a machine in South

London, so of course people stared at me; but I met with scarcely any rudeness. as we general selected the quietest road we could, and often early in the morning. When I had been riding about four months I met a lady at Croydon; soon after that "Dot" and her sister began to ride at Kennington, and since then lady riders have seemed to steadily increase, and I no longer astonish the neighborhood when I go out.—*Correspondence Tricyclist.*

I HAD my 50-inch trike geared level at first, but found it to be a mistake, this district being a very hilly one. I frequently suffered from cramp after a thirty or forty mile journey. I then tried gearing down to forty-four inches, which proved a decided improvement, and I think this should be the limit for a strong man. I am, however, rather weakly, and feeling convinced the experiment was worth trying, I (upon reading your leading article) proceeded to get my machine, which is of the Excelsior type, geared down to forty inches. Now it is a pleasure to ride moderate hills, and the way in which I put on a "burst" and leave bicyclists behind gains for me the admiration of riders. Recently a bicyclist called and said that he had watched me take a hill which he had never before seen ridden, and he had now determined to go in for a three-wheeler. I can do from eighty to one hundred miles in a day quite comfortably. This I could not do when the machine ran at fifty or even at forty-four inches. Having ridden something like 1,500 miles, I now feel confident as to the result of a similar experiment in the case of one who is not blessed with a large amount of muscle. For ladies who attempt to ride in a hilly district, gearing down is absolutely necessary. Rapidity in pedalling is soon acquired, consequently there is little, if any, sacrifice of speed. It looks bad to have to walk every bit of hill, and in the case of ladies, a very great inconvenience in dirty weather. Gearing down obviates this.—*Correspondence Tricycling Journal.*

A DECIDED novelty in the way of bi-centennial celebrations was the bicycle meet in the park. None of the parades in the streets excelled this in picturesque effect, the bright machines and uniformed riders, winding in and out of the brilliant autumn foliage, presenting a very beautiful spectacle. Not less attractive was the return at dusk from the races, when the lamps were lit, and the bicycle riders came out from clumps of trees like fire-flies, to the music of their warning silver bells.—*Philadelphia Paper.*

COMPILERS of bicycle records have had a busy time of it this year, and their labors are not yet over; anyway, they must not close their accounts just yet. Less than a fortnight ago a line had to be appended in favor of the twenty-four hours' record over the roads; now the professionals require attention, they having awoken after a long period of inaction and once more caused the figures to be displaced. For a long time the record

for ten to twenty-eight miles stood to the credit of John Keen; Wood, during the summer, cut the twenty, lowering the figures to 1h. 3m. 48s., and on Saturday last they were again altered, Howell riding that distance in 53s. less. Perhaps they will do it inside the hour.—*London Sportsman.*

SPEAKING of the bi centennial meet, a Philadelphia paper says: "Bicycle races are quite as interesting as horse races, and that of yesterday had with it none of the objectionable features that have tended to bring horse races into disrepute. There is the objection to bicycle races that obtains against all such competitions, that they stimulate to over-exertion and injure the contestants, but otherwise they are thoroughly enjoyable and afford more sustained excitement to the spectator than either horse or boat races."

WASHINGTON, D. C.

Wednesday, Nov. 29, 1882,

Bicycle Meet and Tournament,

FOR THE BENEFIT OF THE

GARFIELD MONUMENT FUND,

Under the Management of the Capital Bicycle Club.

[Under the Rules of the L. A. W.]

The following is the Programme:—

1. A parade over more or less of the fifty miles of concrete pavement, and a review by the President of the United States.
2. A series of races on a specially prepared track in the White House grounds as follows: Five-Mile Handicap; Mile Scratch Race for novices who have never won a prize; One-Mile Handicap; Half-Mile Scratch; Two-Mile Handicap.
3. Competitive drills, open to club squads of not less than eight men, for which individual prizes, in addition to a handsome club prize, will be given.
4. Fancy riding.
5. A tournament on the wheel—the first ever attempted.

A sufficient appropriation has been made to procure exceptionally handsome and valuable prizes in all of these events.

Quarters in hotels and private houses either for clubs or individuals will be secured in advance by a Committee of the Capital Bicycle Club, and storage for wheels will be provided in one of the Government buildings.

The Pennsylvania and Baltimore and Ohio railroads will furnish free transportation for wheels, and have materially reduced their rates of fare. Other lines are expected to do the same.

Music will be furnished by the celebrated Marine Band.

Entries close Saturday, Nov. 25, 1882, for all the events, and each entry must be accompanied by a fee of one dollar, which will be returned to actual participants.

Address all entries and other communications to
S. PRESTON MOSES, JR.,

Secretary Capital Bicycle Club.

Room 33 Le Droit Building, Washington, D. C.

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The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch,

\$125.00

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Every part on copper, except felloes, which are painted and striped as above . . .

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New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

No letters answered unless stamp enclosed.

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* 1 48 in. "Duplex Excelsior," full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. 50 in. "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and bushed, rubber handles, \$90. 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1/2 nickelled and 1/2 bright, cone bearing, bell, etc., \$65. 1 54 in. "Old Style Premier," 1/2 painted and 1/2 bright, cone bearings, \$45. * 54 in. "Gents Club" double ball bearings, 1/2 nickelled and 1/2 painted, \$75.

Tricycles.

* 1 55 in. hollow felloe "Excelsior Tricycle," double ball bearings, full nickelled, spokes japanned, Hancock tyres to driving wheel, \$150. † 1 50 in. "Quarto Salvo." full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. || 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

|| In first-class order; shows only wear on tyre.

This list will be changed from time to time. No printed lists or circulars of second-hand machines.

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Bicycling World

The Official Organ of the League of American Wheelmen.

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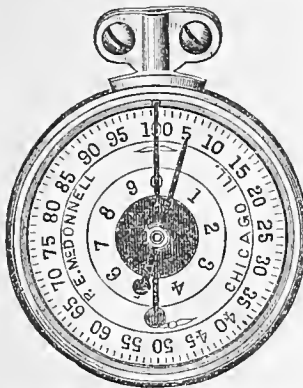
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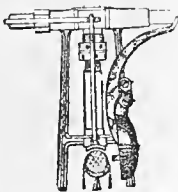


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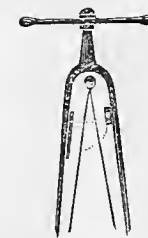
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 17 NOVEMBER, 1882.

CHEAP BICYCLES.

WE have no sympathy with those who say they do not care to see a reduction in the price of bicycles, for fear they will be used by the "lower classes." The cry may do for a manufacturing concern that wants to hold on to its large margin of profit, but it should not be taken up by wheelmen. In this, as in almost everything else bicyclic, it is profitable to look to the position of England on the question. Has Harry Hornyfist degraded bicycling in the tight little island of classes? Have the Midlanders, who are cutting the records of the Londoners, and who are showing the possibilities of the machine, lowered the tone of the sport? Such men as Howell, Moore,

Palmer, and Lowndes do not move in the same social circles with Augustus Kidglove, but they can show Augustus how to ride. In England a good machine can be bought for \$50, and all classes ride. In America the price is kept up, and only a favored few can get a good bicycle. But Harry Hornyfist has got to come, and he makes his appearance now on a second-hand machine, or buys a wheel on the instalment plan. We do not believe that he will drag bicycling down; on the contrary, we think the wheel will lift him up. Let Harry have his wheel, and we may expect better treatment from his associates. We should prefer meeting him on the road mounted on a bicycle, than in a shabby cart, and would experience better treatment at his hands. In all the relative athletics, Harry has come to the front, and he is sure to do so in our sport. He will bring in his train many objectionable people, but are all wheelmen of to-day unobjectionable? He will bring the brawn and muscle against Augustus's grace and skill, and each will learn to acquire something of the other, and we shall know better then what can be done on the wheel. He will be a different man on the bicycle from what he has been on the street corner, and just so far as he takes the exercise and enjoys the run into the country, will he be improved, mentally and morally. But is Harry Hornyfist the only one who will take up the wheel when the price comes down? Not so! Not all the good fellows, not all the worthy men, not all of those whom we should like to greet as brother wheelmen, are rich. There is a small army of desirable men who would take to the wheel if it were within their means, and we hope to see the day when they can join us. We have no fear of Harry Hornyfist. Let him come; he will do us no harm, and may do us good. Let manufacturers cry up the price of wheels, but let no true wheelmen join in the chorus.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

PENNSYLVANIA BI. CLUB. — The club now numbers twenty members, and is arranging for a local meet here on Thanksgiving Day. Officers elected at the annual meeting, 2 November, for 1883 were: — President, E. M. Aaron; secretary, A. H. MacOwen; treasurer, E.

C. Howell; captain, A. C. Roberts; club committeeman, Mr. C. M. Miller.

ARTHUR MACOWEN.

WORCESTER-ÆOLUS WHEELMEN. — The members of the Worcester Bi. and the Æolus Wh. Clubs, of Worcester, being convinced that a union of the two clubs would advance the interests of bicycling in this city, on 10 November they disbanded, and a new club was at once formed under the name of Worcester-Æolus Wheelmen, with a membership of thirty-eight, and the following officers were elected: — President, Fred. S. Pratt; secretary and treasurer, George W. Brooks; captain, Edward F. Tolman; first lieutenant, Charles H. Banister; second lieutenant, F. E. Higgins; buglers, E. K. Hill and Lincoln Holland; club committee, Waldo Lincoln and S. E. Greene.

The club had a well attended run Saturday, and another run of twenty miles on Tuesday, 14 November, and a supper in the evening. The new club will occupy the rooms formerly used by the Æolus Wheel Club, 377 Main street, and hope to receive calls from all visiting wheelmen. Yours respectfully,

GEO. W. BROOKS, Secretary.

THE Rochester Bicycle Club has secured excellent arrangements for winter practice riding, and recently opened a gymnasium for general exercise. They propose to maintain their now national reputation for skilful fancy and trick riding.

THE Chelsea Tricycle Club now has six members.

THE Boston Bicycle Club held a much enjoyed *musicale* at the Club House last evening, it being the initial one of a series of in-door entertainments to be given this winter.

THE Massachusetts Bicycle Club has presented honorary trophies to its members who recently placed the club on the "hundred miles in a day" record, — Messrs. Wilmot, Williams, Philbrick, and Griffiths.

MEMBERS of the Brooklyn Bicycle Club, Kings County Wheelmen, Essex Bicycle Club, Citizens' Bicycle Club, and the Jersey City Bicycle Club participated in a joint run on election day, 7 November, about seventy sitting down to dinner at Orange, N. J., and afterwards running out to Caldwell.

THE Boston Bicycle Club announces a run to Cobb's, at Sharon, for Sunday, returning by way of West Roxbury and Chestnut Hill. Start from headquarters at half-past five A. M.

RACES

NEW YORK, 7 NOVEMBER. — The Ixion Club road race came off on election day, 7 November, and the participants were duly started on their journey at the 59th street end on the 8th avenue boulevard at 10.30 A. M., the starter being Fred. Jenkins, whose watch was set with

that of Mr. Egan, president of the Ixions, who waited them at Yonkers, and in company with Mr. Hall, of the Lenox, six men toed the mark as follows: Messrs Pitman, Harris, Howard, Sanford, Peoli, and Reed. The start was well effected, and to the front immediately dashed Pitman and Howard, closely followed in order named by Sanford, Peoli, Reed, and Harris. This order was adhered to almost all through the race, which was divided into two divisions,—the first and leading consisting of Pitman and Howard, who kept up with a steady grind all to the close the fast pace at which they started, alternating with one another now and then the lead, which playful tactics told at the last on Pitman, and as he approached Valentine's lane, he being deceived by Hall, who was waiting their advent there, and whom he took for Howard, he undertook to follow Hall's little wheel through that delectable road; but on getting through and raising his head, lo! it was Hall, and far in the distance he saw Howard just flying around the curve of the road leading into Yonkers. Passing Hall with a spurt he came to the rock at the Peabody House two and a quarter minutes behind Howard.

The second division led by Peoli, and followed by Reed and Harris, had it tug and tug from the word go, their pace not as swift, however, as that of the first division; but on they passed, and came to the judges' rock, at Peabody Hill, in the order they had kept throughout. Sanford from first to last constituted himself an intermediary division of one, and fluctuated between the two divisions with strict impartiality, sometimes coming up close to the leaders, then dropping back to converse with the heeler; he kept this up till a New York club man who had joined the company tackled him, and then with a persistent spurt he consigned the latter to the back division, and sped to the front, and came to the top of the hill near Valentine's lane in time to see Pitman disappear around the bushes, rode at ease through the lane, along the Yonkers road, passing the compliments of the day with Consul Weston of the Bicycle Touring Club, who met him at the entrance to Yonkers, and pushing on he rode up to the judges thirteen and three quarters minutes after Pitman.

The club dinner followed, being attended besides by five of the Mt. Vernon Club, one of the Lenox and Chief Consul Weston (B. T. C.) as guests, the occasion being a memorable one; and so the first club road race in New York terminated auspiciously, the only regrets expressed being that the number present was not larger, both of the Bicycle Touring Club, and of the other resident clubs. Five of the "New York" Club who took the men to Yonkers were also invited to the dinner, but preferred taking it at the Getty House.

The falling behind of such a fine road rider as Harris to the rear was due to his

being in very poor form, sick, and scarcely able to be out of bed, which was to be regretted, as he would otherwise probably have made a much better showing, although the result has shown that they were all fine road riders, and the time made also fine, considering the strong head wind against which they had to contend all the way, and the poor condition of the roads.

The official time is as follows (except for Harris, whose time was not taken, as he did not get in until about an hour after the leader):—Distance, fifteen miles: Howard, 1h. 18m., gold medal; Pitman, 1h. 20m. $\frac{3}{4}$ s., silver medal; Sanford, 1h. 33m. $\frac{3}{4}$ s., leather medal; Peoli, 1h. 45m. $\frac{3}{4}$ s., not placed; Reed, 1h. 47m. $\frac{3}{4}$ s., not placed.

The medals represent the club road championship, and are to be ridden for every year. BEN. G. SANFORD,
Secretary Ixion Bicycle Club.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

THROUGH many a forest glade and dell,
Beside the winding river,
I press my wheel o'er brake and fell,
In this fair autumn weather.

Far back behind on city spires
The joyful sun is glancing,
Beneath my tire as on I fly
The russet leaves lie dying.

Hark! do you hear on yonder hills
How sweet and clear the measure
Rises and falls, and cadence thrills
From Oliver's tongue of silver?

Ah, these autumn days,—once more are we inclined to chant "The Isles of Greece, etc.,"—bracing air, fine roads, a machine beneath you that lifts you to the seventh heaven,—where are you, men of the cities? Come with me fly through the world; near to nature's heart are her dearest and fairest treasures; the most priceless jewels do not always lie beneath the surface: search for them among the woods, upon the crests of the sturdy hills, through the shady glens that cut their sides, there you will find jewels better far than those that shine on cities' crowded streets; pluck them at will from every wayside daisy that turns its tempting face to yours; health and invigorating spirits sparkle and gleam on every moss-clad rock that frets the side of the steep ascents that invitingly beckon you on.

On, on, forever on! Leave the old world behind; where are we flying now? Surely this cannot be Manhattan's isle, with its cloud searching piles of brick and mortar; have we then wandered back in the past? On every side an Eden seems to lie printed in living colors on the glowing page of nature's breast. It only needs some fair Eve to suddenly appear gliding in joyous companionship beside you to fly on thus forever down

through the ages with the world forgot. Hide your wings, sweet fairy. Let me tell "London W." that we keep it. "Shake," for did you not, old boy, shake at Springfield (in your boots)? and we have at last completely drowned the veteran Pit's League business.—"the sequel," dear "London W.," of the funeral of "791" unsolders all, and that round table is most certainly extinct.

Speeches were the order of the day at "Ixions" last night, when, from the old-time ranch, they came in due procession and in conclave sat like "Demi-gods on golden seats frequent and full" (especially the full, witness my head), beneath the arrow emblem. Dead is "791."

On "Ixions" wall now hangs the key, sole relic of the past of cycling in New York:—

"Here's a cup to the dead already,
And here's to the next that dies."

I notice that Charlie Howard, erst of the Manhattan, and for a while on the retired list, is once more lighting the doors with his presence; we have seen the proof sheets of his illustrations for the poem in the November *Wheelman*, and they really do him credit. He is about to recommence riding; and once more, Charlie, will the walls of the old stone house echo to our tread as in days of yore, when the Riverside was in its prime and Springfield was not yet come.

Frank Fullerton is in *early* training, with Rowell's trainer, Langford, for his right bower (gets rubbed down *three* times a day), for the six days' race to come off here in New York shortly. He is going to ride that attachment, if it busts things.

The Citizens have been to Boston—no! hold on! I take that back. Did n't we promise Oliver sacredly never to say Boston (there it is again) again. At any rate their *alleviation* of mind over something seen somewhere, at somebody's club, has been so great, that they have decided to move and take apartments, a whole flat, in fact (some one says it is a cellar floor, but I don't believe it, for Book would n't, after his Jersey fair experience, go in one) and are going to fit it up in gorgeous style, *a la B*—something. Well, Doc, when you get fixed, we'll call around and wet the place with you. Pit will be through training (?) then.

Mr. Mason is going to have a grand show, hop, etc., with drills and fancy riding, down at his bicycle school on 34th street, the night of the 15th inst. The Ixions are going to send some of their men down to drill, and the Lennox too, I understand, and every one expects to turn out for it, for, from what I hear, he is getting up preparations on a very extensive scale.

Applications for the B. T. C. are having a boom here in New York. Egan and Sanford, of the Ixion, have joined; two or three of the Citizens have, I understand, applied.

We have a letter from "Woodside," lately, saying that he comes back to

America in a day or two; is to sail on the "Devonia." He brings over to show us here the 50-mile and 10-mile championship of Ireland medals, and some twenty-five or thirty smaller fry. He could not do "Moore."

The meet at Yonkers brought together in all, about twenty men, out of which the B. T. C., had about four, three of them being Messrs. Egan, Pitman and Sanford, of the Ixion, and Mr. Weston being the fourth. There were, in addition to the clubs, about ten unattached members lying around loose.

The Ixions' races proved quite a success, and I trust it will be productive of more of that sort of thing in the other resident clubs.

The Citizens Club turned out eighteen men, and took a run among the Oranges in New Jersey, where the Kings County wheelmen had also gone. Photographs were taken along the route, and they, one and all, unite in saying that they had a splendid time, and that they expect to repeat it at an early date. Doc. Beckwith broke the usual number of handle bars, and the professor went through without a header.

The Ixions are expecting to turn out quite a number of men for Washington, and are sending out invitations to the neighboring clubs to join them in getting up a live New York delegation, so I expect we shall see New York show up strong in the parade at the capital, and we may bring away some medals.

Fontaine, of the Citizens, was riding down Riverdale Hill not long ago, and when about half way down, the backbone of his Expert snapped short off down close to the little wheel, bringing him to earth at short notice, the back of his head striking the ground first, so of course it hurt. He walked most of the way back, about ten miles. I understand, however, that the machine had once been run over by a carriage, the wheels passing over the place where the break occurred, which probably accounts for it, for it doesn't seem possible that any first-class machine would break in such a place, without some great strain, which, in this case, it was not subjected to.

CHIC.

NEW YORK, 12 November, 1882.

Chicago.

Editor Bicycling World:—The Chicago Bicycle Club have pleasure in announcing the conclusion of arrangements with the Chicago Yacht Club, whereby the fine headquarters and club rooms of that nautical body are transferred to the wheeling landmen for the winter. These apartments consist of two large spacious rooms, with closets, located on the ground floor of the two-story brick building, No. 189 Michigan boulevard. Nestling cosily between the towering walls of the Leland Hotel and the Masury Flats, close to the south end of the Exposition Building and opposite Lake Park, whose winding cinder walks serve as a grand open riding gallery, a mile long, during pleasant

weather, the Exposition Building being at our service for indoor riding, the situation is eminently adapted to the purpose. The sidewalk leads directly up from the boulevard to the steps of the club room, the entrance being brilliantly lighted by the electric lights of the Leland. The main club room is about twenty-five by fifty feet, covered with a striped matting, a huge base-burner in the centre of the room comfortably warming the large apartment. Walls and ceiling are beautifully hung in light wall paper with heavy dado and frieze. Splendid oil paintings of famous yachts and marine subjects, together with models of the yacht club's boats, cover the walls. To this collection will be added pictures of a bicycle nature, with models of famous bikes. Three elegant chandeliers furnish a brilliant light, and upon the long library table in the middle of the room all the daily papers, sporting periodicals, general and bicycle literature, lie at the disposal of the reader. Around the room comfortable settees are ranged and heavy walnut leather upholstered chairs. At the end of the room the lockers of the bicycle club loom up, and at the right stands a fine piano and organ. From out the broad, artistically draped windows, stretches Green Lake Park, cut up into sections by those cinder paths so fascinating to our wheelmen, and beyond this and out of sight in the distance is old Lake Michigan, with dock, pier, and light house variations. A large store-room for wheels leads off the main club room, in which, amid cordage, sails and rigging, the festive bike finds ample room to stay. To dedicate this model of home comfort and convenience to the use of the bicyclist, the club gives a house warming Friday evening, 10 November, in which a banquet at the Leland—participated in by the ladies—dancing and sociability generally will figure largely. The rooms are finely adapted to dancing, and the carpet covered with canvas will be all that can be desired in this respect. The Chicago Bicycle Club issues a general invitation to the wheelmen of the country to meet us any evening at headquarters to which they will receive a hearty welcome.

Capt. E. F. Brown, C. C. Philbrick, and B. B. Ayers, of the Chicago Bicycle Club, have just returned from a flying trip to Niagara Falls, on which occasion they took their bicycles along to experience the novelty of riding the bike around that famous place. Leaving here on the Saturday afternoon train of the Michigan Central, suspension bridge was reached Sunday morning, after a lively trip. Having but six hours to stay and see the sights before the departure of the train Chicagoward, the party immediately started from the bridge to the Falls, a distance of two miles. The road is quite good all the way; but on account of recent rains, the sidewalk was used, making a fine wheeling trip. Arriving at the Falls on the American side, the river was crossed on the foot suspension bridge,

close to the Falls. This is quite a novel trip on the bicycle, and is worth going miles to indulge in. A terrific wind was blowing directly off the Falls, showering spray and foam on to the bridge like a rain-fall. This, added to the motion of the bicycles, caused the bridge to sway and rock like a ship in a storm. The sensation, glancing from the saddle to the bridge, and from thence to the yawning chasm below, is quite hair raising. It costs twenty-five cents to cross this bridge once, same as for foot passengers. On reaching the Canadian side, fine beaten paths lead along the bank of the river directly in front of the Falls, the view of which from the bicycle is grand. Leaving machines at the hotel, a trip was taken under the Falls, after which the party fell into the hands of the Philistines, but escaped by buying a few valueless trinkets at big prices, but subsequent jamborees on the sleeper homeward-bound broke these up. The return trip from Niagara to suspension bridge, two miles along the Canadian side of the river, is grand. A narrow, hard-beaten cow path, leads along the dizzy verge, now within a few inches of the edge and then swinging away farther, makes an exciting trip, and is not a place for headers, as one would then take a tumble over a cliff nearly two hundred feet down into the raging green river below. Mr. Philbrick thought he was going to fall when near the edge, and to make sure that it would be in the safe direction jumped clean from the saddle into the middle of the road amid the "ohs"! of a party following in a hack. Suspension bridge was crossed at the rate of twenty-five cents for the round trip; the American side being sought once more to make repairs to torn clothes. Facilities for bicycling around Niagara Falls and vicinity are very good, and it will repay one to take his machine along and see the great wonder on wheel. The natives say that large parties of bicyclers frequently come up to the Falls from Buffalo, so the wheel is no stranger there. No restraint whatever is placed upon the bicycle, even the sidewalks being at your service, and the horses do not scare. The homeward trip was made *via* the Canada Southern Railway, whose train passes directly past the Falls so close that the spray nearly wets the windows. From this train the grandest view can be obtained. Mr. Hurlburt, general passenger agent of the C. S. R., Buffalo, is good to bicyclers, and will give a permit for the transportation of wheels in a baggage car upon application. Our party arrived home in Chicago, Monday morning, none the worse for wear, except the gray uniforms, which were somewhat torn from friction caused by the gorgeous old time that was had.

STENO.

'Frisco Notes.

Dear Editor:—Although apparently in a dormant state, a lot of beavers never worked harder than our local club men have, relative to the construction of a

club house after the fashion of the New York Club; a juvenile branch for the youngsters who are under twenty years, and the advisability of procuring a tricycle for the use of our lady relatives, who are becoming wonderfully anxious to participate in our exhilarating enjoyment. Our captain, who so successfully manages anything which he undertakes, is the father of the first scheme. Thus far all with whom he has consulted have encouraged the undertaking. As regards the other two schemes my modesty prevents me from saying any more than that they are creatures of a busy mind, the first of which has taken some shape by its having been referred to a specially appointed committee, who are instructed to submit for approval at the next meeting such rules as they may deem necessary. The trike remains in *status quo*, through the timidity of the intending purchasers, for fear of carrying an elephant, it being considered best to wait until next spring, meanwhile becoming better informed in that line. Our ladies out here are so patient that they will live in expectation a few months longer. The subscriptions are good.

Owing to the success of a moonlight run of last Saturday night, and the promptitude with which our honorary secretary distributed the somewhat late call of the captain, another run took place on Tuesday evening, which, though not as extended as the first, was more eventful, and as a whole, fully as enjoyable; the many lights — most of them blowing out every little bit — made it a picturesque scene along the many winding roads of our extensive park.

Two "grasshoppers" are in our midst, one of last year, and the other being a new arrival. Regarding the want of experience of Mr. Julius Wilcox as making a material difference, I will with consideration say that its finish and the improvements with which it *now* appears ranks it far above par. Its hill climbing facilities are truly wonderful, of which no other make of bicycle can compare. Not being a possessor of one, or in any way interested in its success, it would be safe to presume, without regarding its appearance, that a fair trial will convince any one, as these out here have done, that they more than answer the requirements.

Of the numerous riders who wheeled to San Jose (fifty miles) on last Sunday, all were greatly disappointed in the condition of the roads, finding that not only was the dust unusually heavy for this period of the season, but the many stretches of new gravel and other road improvements made the trip more laborious than enjoyable. One of the gentlemen having learned to ride only a short time previous, and not having indulged in any extended trips, found it necessary to resort to the marvellous recuperative and restorative powers of — I forget what the stuff is called. On the following morning he reported as being in readiness to not only make the journey over again, but return during the same day. Well, I wished my

friend Jacob a pleasant journey and bade him adieu.

The Pacific Coast record should, and undoubtedly will be lowered on Thanksgiving Day. The handsome form in which a gentleman rode in a race in which I got left truly presents the fact thus to "SCRATCH MAN."

SAN FRANCISCO, CAL., Oct. 27, 1882.

That Stenographic Report.

Editor Bicycling World: — Will you do me the justice to publish the following brief statement?

There being no secretary of the League in Boston, it seemed very properly to devolve upon me to make arrangements for the meeting of the board of officers. If other authority is needed, President Miller telegraphed to me to make all arrangements.

I therefore engaged a room at Hôtel Vendôme, procured stationery, etc., and knowing that a stenographer had always been employed (except at one meeting, when no one *having* secured one in advance, it was found impossible to get one). I called upon C. E. Pratt, Esq., knowing that he knew many reporters, to ask him to recommend one. He said, "Mr. Jenkins of the *Wheel* has written to me to engage one for him, as he wishes to publish a full report next week." One of us suggested that one reporter could take the meeting and furnish three copies, the expense being divided equally between the *Wheel*, the *WORLD* and the League, at a great saving to each. This seemed fair and advisable, and I said, "I will make a motion to that effect; if it is adopted, all right." "But Mr. Jenkins wants a report ANYWAY," he said, and I must engage a stenographer unless you say you will. I replied that I would have one there, and make the motion that the expense be shared; if it was voted down the reporter would be at Mr. Jenkins' service and expense. I engaged a man who was recommended to me as first class, and of fifteen years' experience, and agreed upon a price for three copies to be made upon a type writer. To be perfectly fair, I took time which I could ill afford from my business to go to the office of the *WORLD*, and ask if it desired to come into such an arrangement, knowing that formerly it had paid the whole or a part of the expense of a stenographer. The editor was out, but the business manager said at once: "We have talked it over, and we *don't want* a full report, and would not publish it if it were furnished us. Mr. Gilman and Mr. Dean will take notes for as full a report as we have room for.*"

At the meeting the editor of the *WORLD* repeated this to me [Except in declining to share the expense of a sten-

* This statement of our business manager's we did not know of before, and certainly did not authorize, except the declination to employ a stenographer. As the official organ of the League, we consider we have no option, under the rule, but to publish such matter in the *WORLD* as we are officially directed to do. Had the League not employed a stenographer, we should have made a substantially full report from our own notes, verified by those of the recording secretary. — EDITOR.

ographer, this is an error. — EDITOR], and both editors took notes of all that was done. [Our associate was not present at the evening session, and we were there only until ten o'clock, P. M., and took notes only for a morning paper, supposing we should have the stenographic report for the *WORLD*. — EDITOR.] On the following day, however, the editor came to me as I stood in line for the State Run, and said that as the official organ they ought to have the stenographic report free of charge [We argued that we should have it anyhow, irrespective of "charge." — EDITOR], and argued so well that I was induced to agree with him, and told him that I would submit it to the President and other officers, which I did, and it was decided to furnish a copy to the *WORLD*. The stenographer had promised to have a rough draft ready for corrections on Sunday, and to furnish the three copies Tuesday morning. The "rough draft" was not at the appointed place on Sunday, and calling for it again Monday, I found to my horror that it had not been left, and that the reporter's child had died suddenly, and he was attending its funeral. Meantime came a telegram from the *Wheel*, that copy *must* be in New York Tuesday morning. I left word that the reporter must mail a copy Monday night, and furnish one to the *WORLD* Tuesday morning, and was told that it should be done. To be sure that all went right, I went into Boston at nine o'clock Monday night, and to the office where I was told the reporter was to spend the evening at work upon it, but found it locked. On Tuesday morning I saw the reporter for the first time since the meeting, and he informed me that he failed to get around in time, so had mailed his "rough draft," the only record of the meeting he had, to New York, asking them to have it copied and returned. I telegraphed twice, and wrote each day that the copy must be sent back *at once*, calling each day at the office of the *WORLD*, and explaining all this. Owing to Mr. Jenkins' absence at Philadelphia, my letters and telegrams remained unanswered, and not until Sunday morning did I see the fearfully incomplete and distorted report. I gave it a hasty correction, and took it to Editor Gilman's house, again explaining the combination of misfortunes which had resulted in such delay, but for which I fail to see that I am *at all* to blame. Certainly I spared neither time, expense, nor effort to get the report to the *WORLD* promptly.

ALBERT S. PARSONS.

[We are glad to publish Mr. Parsons's letter, as we always are any fair and respectful criticism or explanation. We now freely exonerate Mr. Parsons from any intentional hostile action towards the *WORLD*, evident misinformation on both sides, apparently causing a misunderstanding of the situation. — EDITOR BICYCLING WORLD.]

Pope's Decree.

Editor Bicycling World: — I am in receipt, this morning, of a "copy of a decree," which, I presume, was sent by the Pope Manufacturing Company, in which is given the decision of the Circuit Court

on the case against McKee & Harrington. Now, inasmuch as the defendants, McKee & Harrington, acknowledged judgment and retired from the fight, being better satisfied by this course than to prolong the trial, the public are not made aware of the real status in the standing of the case. By the issuing of a copy of this decree the Pope Manufacturing Company would have us understand that they have won a case in an infringement suit, but I do not understand anything of the kind; and more than that, the writer is irreverent enough to believe that their case has not been improved in the least, and that McKee & Harrington's willingness to settle up, although desirable for the monopoly, does not help its cause in the smallest particular. The undersigned has looked into this subject, and personally interviewed both McKee & Harrington and the monopoly corporation, and expected and predicted the result of the case as it has terminated.

Certainly McKee & Harrington owed nothing to us, as wheelmen, that they should pursue the suit and gain judgment for the defendants, except for their own personal gain; but in such cases as these, when it appears that a decree would be given against the plaintiff, there is generally made a settlement which is particularly satisfactory to both parties to the suit. Of all suits that could be brought on the patents now in issue, it is very unfortunate that this case could not have been terminated in the regular course, and not that McKee & Harrington should *consent* to a decree against them. This one result is bad, in that it will have a tendency to strengthen, in the minds of wheelmen, particularly in the West, that the Pope Manufacturing Company are strong in their position. If they had completed the suit in its natural course, and it had been decided in favor of the complainants, after a thorough hearing and examination, and without this collapse of the defendants, I should heartily sustain them, and insist on our observing whatever they asked; but with the evidence lying on the table before me, showing the utter weakness of the whole subject, and supplemented with this last *decree*, the writer cannot refrain from expressing a profound disgust at the whole proceedings from the beginning to the end. It is no part of our duty to advise wheelmen to resist the claims of others, but all would do well to weigh the shrewdness and record its value. The undersigned has had the pleasure of an interview with the representatives of both parties to the suit; heard their side of the case, and has the evidence now before him as taken by a stenographer, and he smiles at the result. There are many things about this case that will never be published, and now that a settlement has been effected we shall know less; but, as a wheelman—as an opponent to the claims of doubtful heirs—I invite any wheelman to look over such data as I have procured personally and by my attorney. The Pope Manufacturing Com-

pany have some rights which wheelmen should respect, but the latter should not be bulldozed and forced to support a cheap and flimsy claim, which never could squarely be sustained. This last "*decree*" is of little importance commercially, except that some of our brother wheelmen will increase their worship of the gods, and bow down in deference. If each and every wheelman could have a copy of the evidence in this suit, and digest the food furnished therein, he would be a much wiser man, and better understand why he paid tribute to the American step-parents of bicyclers. This question is very like Catholicism,—the less the people know the greater the Pope. I have trespassed more on your space than I had intended, and hope, in conclusion, that wheelmen will not be hasty in their acceptance of the "*decree*," but be just to themselves, and also to the Pope Manufacturing Company: yet *don't you be bulldozed.* FELLOE.

Flying Starts in Racing.

Editor Bicycling World:—Most readers will recall with delight the vigorous and sulphurous style of writing of an indignant manufacturer, who would occasionally denounce all men as thieves and robbers who did not believe his patents were valid, and who refused to pay sweat-money thereon.

The editor of the New York "*organ*" bangs and knocks around your unlucky correspondent "*Cyclos*" in something the same style. He accuses the unfortunate man of a want of sense, of utter ignorance of racing, and of being ridiculous; and yet others who do know something of racing, and, in fact, probably two-thirds of all the bicycle riders in America, believe that the standing start is ridiculous and should be abolished. A very improbable illustration is given of injustice arising from a flying start. The named editor supposes a case with all riders crossing the score together, but with one having a great advantage arising from his going at the moment at much higher speed than the others. The answer to such rubbish is that such a start is going to occur very rarely, and when it does, the starter, who is supposed to have common sense, will send them back to begin over again.

The sapient editor says we should adopt the standing start because foreign riders do and because we have adopted a foreign standard of track measurement. On the same principle the "*organ*" should advocate the use of foreign machines also in this country. Ha! ha! There is something that is truly ridiculous. But, if I recollect aright, the foreign (*i.e.* English) tracks are measured two feet from the rail and ours three feet off. How is this?

The editor named goes on to say, in a deliciously patronizing tone, that he "rather favors time handicaps"; and, with utter forgetfulness of his holding to foreign precedents but a moment before, proceeds to attempt to upset the whole

foreign system of handicap racing. The editor is only half right. The precedents are vicious in both cases. The handicap should clearly be, as he suggests, in time, not in distance, so that each man shall make a record and go the full distance; and the flying start should be adopted as well, so as to give a record of racing only. As it is, we time a man's running and his getting under headway. As "*Cyclos*" says, why not make him come to a stand-still at the end of a race? To go further, why not in a twenty-mile race make the racer start for each consecutive mile from a stand-still? If we desire to know how fast a man can make a mile we must, under present rules, take the time of a mile race only, as no record of any but the first mile in a race of two, five, or twenty miles, would give us a record of the kind we exact. There is a glaring absurdity in getting a reliable record from the first mile of a race and being forbidden to do so in any succeeding mile of the same race.

Horses race with a flying start, and no serious trouble is found in getting them off together. Men are more easily controlled, and evidently not the slightest trouble would be found in introducing into their races any kind of start which might be found desirable.

A FRIEND TO "CYCLOS."

The Tricycle. IV.

To find the gears necessary to gear a given driver up or down to a certain size.

Let Di = the diameter of the driving wheel, and di = the desired resultant wheel; then, the number of teeth of the gears must be in the same proportion with Di : di . If it is desired to *gear up*, put the *larger* gear on the crank shaft; to *gear down*, put the *smaller* gear on the crank shaft. Suppose it is desired to gear a 40-inch up to 46-inch; then the number of teeth in the gears must be in the ratio as 40 to 46, or 20 to 23. That is, the number of teeth in the gears must be respectively 40 and 46, or 20 and 23, or some multiple of them. As in this case we wish to *gear up*, the larger gear is to be on the crank shaft. Again: to gear a 52-inch down to a 48-inch, the gears must have 52 and 48 teeth, or 26 and 24, or 13 and 12. Of course the smaller will be on the crankshaft.

GENERAL FORMULA.

As before, letting c = number of teeth in crank shaft gear: d = number of teeth in driving shaft gear: Di = number of inches of diameter of driving wheel: di = number of inches diameter of resultant wheel:

$$(a) c : d :: Di : di.$$

$$(b) \frac{c}{d} = \frac{Di}{di}.$$

$$(c) c \times Di = d \times di.$$

Many machines, which are advertised as geared to a whole number of inches, will be found, on examination, to be geared to some such size as $45\frac{1}{2}$ -inch, or $52\frac{3}{4}$ -inch; sizes which are *not* 45 or 46 or 52, though many may say that this

makes no difference. In one machine examined, the advertised diameter, to which the wheel was supposed to be geared, was within a half inch of the actual resultant wheel; in another, said to be geared level, the crank shaft gear had 13 teeth, the driving shaft gear 14 teeth, the driver 50 inch.

$\frac{13}{14}$ of 50 = $46\frac{6}{14}$ inch. Some difference at least.

Special attention should be given by intending purchasers of tricycles to the subject of gearing, and some guaranty that the machine fulfils the demands of the purchaser be exacted.

In the case of steel belting used on the Otto, the diameters or circumferences of the crank shaft pulley and driving shaft pulley can be used in the above formulas by substituting inches in diameter or circumference, instead of number of teeth.

F. M. GILLEY.

Large Machines v. Small.

"BE sure not to get too large a machine" is advice commonly given. A small machine is more easily driven on level ground or up hill, is more easily checked on a decline, weighs less, and — costs less than a large machine. When the pedal is at its lowest point, the ball of the foot should not be lower than the heel, and, therefore, the machine used must needs be two or three sizes smaller than the rider *can* use.

On the other hand, riders of large* machines seem to climb as many and as steep hills, ride as fast, or faster, on the road, and cover as much distance as their smaller-wheeled brethren. Small wheels give their riders a fair share of "headers."

The natural position for the foot at the lowest part of the down stroke is not at a right angle with the leg, but at an oblique angle, *i. e.*, the ball of the foot should be lower than the heel. In shell-riding, the weight of the stroke is taken not by the heel, but by the ball of the foot, which, when the leg has been straightened, is at an angle of about one hundred and twenty degrees with the leg. This position is considered the best by oarsmen. Again, when the size of a machine is so small that the toes do not sink below the line of the heel, the leg is raised so high that the first part of the down stroke is comparatively useless; the leg is too cramped to do its work. Some riders, using too small machines, do not even straighten the leg on the down stroke. The result is a cramped feeling in the knee.

Why a large machine costs more than a small one, is difficult to understand. The labor in the manufacture of both is the same; and the cost of material but slightly greater in large machines. Although the proportional profit on a large wheel is greater than is warranted by increased cost; still, by selling a small machine, the dealer has a good chance of selling a larger machine to replace the first. If, then, a cyclist purchase a machine two to four inches smaller than the size he is afterwards to ride (a case that often hap-

pens), he loses unnecessarily twenty-five to forty per cent on the price of his first machine, — a loss every cyclist is not rich enough to bear.

It is more difficult to mount a high machine. When you buy your bicycle, have the step placed a little higher, and you will have no trouble. "But that can't be done," you say. Then don't buy a *ready-made* machine. TROCHOS.

* The machine used by Keith-Falconer in his memorable ride from Land's End to John O'Groats was a 58-inch Humber.

Cycling Mems.

PRESS-DAY comes around with painful regularity, and the editor kindly reminds me that "copy" must be ready. It is not difficult to gather enough material for the weekly mems., but it is sometimes rather perplexing to know what to leave out.

THERE are so many things which that troublesome fellow, the carping critic, might find to criticise, and he is so constant in nudging me with suggestions that I sometimes hesitate lest my good intentions should be misunderstood.

FOR example, the November *Wheelman* tells its readers that two hundred and fourteen and a half miles has been covered in twenty-four hours on a tricycle, and yet "London W." knows that this is not true, and that the ride referred to was the Facile (bicycle) ride, when Snook rode the above distance, — not on a trike, but on a 42-inch bike. Vesey rode two hundred and fourteen miles on a tricycle, but it took him two days to do it.

BUT if I should undertake to call attention to these little misleading *lapsus fennae*, the editors of the *Wheelman*, and their friends would say, "Oh, pshaw! 'London W.'s' a sore head, and prejudiced."

BUT there are matters in which I am personally interested, and bound to notice, either to defend myself or some one who is unjustly measured.

A MAN may honestly rush into print with misleading statements, but the effect is not at all affected by the honesty of the intention.

MR. PRATT, in the same publication, referring to the defence of the arrested bicyclers in the Central Park case, says: "The late comment in 'the official organ,' that this backing was 'from motives of trade policy,' is as absurd as it is ungenerous."

THIS would naturally lead one to think that "the official organ" had made the above comment editorially, whereas "London W." is alone to blame for these "absurd and ungenerous" words.

BUT are they absurd? I fail to see it. In fact, I think they are very sensible; because I don't for one moment suppose that the Pope Manufacturing Company, with a Quixotic spirit, spent over \$6,000 for love of S. Conant Foster *et al.*, nor that it went to this expense for their love

of bicycling, and with no motives of gain.

IF it did, I am only too glad that I hold no stock in the company.

IF it did, I think less of their president's business ability than I have been wont.

ARE these words ungenerous? As quoted they may seem to be, but as written they were not, inasmuch as they were qualified by the statement that whatever benefits accrued to the wheelmen of America must be credited to the company that had borne the expense.

"LONDON W." is the best-natured fellow in the world, and don't at all mind how much any one criticises his writings; but he will not see them distorted, nor silently submit to any one being charged for his goods.

THE fact is, there seems to be a great deal of carelessness displayed by writers for the bicycling press. In the account of the Chicago Meet, the writer in the *Wheelman* is led to make the same mistake as the editor* of the BICYCLING WORLD, in crediting Mr. Everett with making a motion for a vote of thanks to Mr. Fairfield. As a matter of fact, Mr. Everett was in the chair, and a fellow "London W." thinks a good deal of made the speech.

ON the whole this number of the *Wheelman* is better than the first issue, although there is a certain lack of familiarity with cycling history, shown by the compilers.

"JACK EASY" has always had a most enviable reputation for amiability, and his smiling face has graced many a festive occasion.

I WAS seated beside him the other day at a dinner, and in the most innocent manner imaginable remarked: "I say, Jack, that is a good machine you have imported. What will you sell it for?"

A NUDGE in the ribs threw me into a violent fit of coughing, but I did not mind that; it was the tone and manner in which Jack thus unburdened himself that made me feel bad.

"Now, 'London W.,' I have been a friend of yours for many years (slow music), and have always maintained a fair opinion of you, but if you (fast music, with considerable of the classic) ever talk business to me when I am out of my shop, and off on a pleasure trip, I shall be under the painful necessity of pitching you out of the window."

AND he looked as if he would do it.

LONDON W.

* And London W. commits the same error in confounding the League stenographer with our humble self. —EDITOR B. WORLD.

POSTMASTER RING, of Washington, after practical experiments with tricycles in that city strongly advocates their purchase for use in the postal department, alleging that collections from the boxes are made two thirds quicker than on foot.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

L. A. W. Badges.

At the fall meeting of the officers of the League, held in Boston, 20 October, 1882, the treasurer was instructed to dispose of all the silver badges of the old pattern in his possession to the best advantage. Bids are in from all sources, and they will soon be sold. They will always be recognized as the League badge, although there is no probability that others of this pattern will ever be made. Parties desiring to purchase these for use, or as reminders of the early days of the League, should make haste to do so. Price: silver, \$2.00, postpaid; plated, \$1.00, postpaid.

W. V. GILMAN, Treasurer.

NASHUA, N. H., 13 November, 1882.

The Facile and the 'Xtra.

AN enthusiastic rider of the 'Xtra, who has done me the honor to read carefully my recent articles on safety bicycles, has written me privately some comments. I have replied to his letter in the same manner, but as what has occurred to him may have occurred to others also, and as intelligent study of construction is always in order, I desire to say something further in print.

First, my never having tried the 'Xtra is due to lack of opportunity, not of disposition, for I admit it to be an "extraordinary" machine, and have not intended to decry it. Yet its essential principle is *rake*, and that only, the discovery of the angle made by the forks at the steering head having first permitted the use of the rake without destroying the steering. As to its steering, I did not speak from theory, but from the general tenor of English experience with it, so far as set forth in wheel correspondence; with no personal knowledge about it myself, and giving the machine the benefit of the enthusiastic testimony of "S." (WORLD of 27 October), I still think that the great rake necessarily involves comparatively bad steering, although practice may make its constant riders insensible to this.

The large back wheel is as useful, and has the same effect, I suppose, on the

'Xtra as on the Facile, although I think it still a question whether the additional weight thrown by the former on the back wheel is a good feature. As to safety, I suppose the 'Xtra as safe as anything can be, and with the same sized wheel on both it might be even safer than the Facile; but the latter is safe enough, and when we are quite safe we do not need to know how much safer than safe we could be.

The 'Xtra's levers are peculiar, but are not entitled (in the sense of furnishing any power of leverage) to be called levers. The long curved bar was necessary to connect crank with foot; the upper end of this bar had to be held firmly; the short link uniting this with the fork was necessary also; and this queer, grasshopper-leg device — whose working was always to my eye more attractive than ugly — it is claimed gives a propelling power during more than half the revolution of crank. When I first saw this claim advanced it seemed to me ridiculous; yet it is true that *some* pressure forward reaches the crank as soon as (or a little before) that reaches the vertical position; the joint or upper end of the curved bar is at that moment a fulcrum, and the "lever" is then really a lever. Doubtless this peculiarity may serve sometimes to prevent catching "on the centre" in hill-climbing, but I query whether the pressure in this position of crank is sufficient to give much propelling effect. In a less degree, the Devon "safety" seems to have the same peculiarity. The 'Xtra does apply (more or less) propelling power during more than half the revolution of the crank; the Facile applies it during very nearly half; the ordinary bicycle applies it during a still less portion of the circle.

My friend is under the belief that my theoretical eight and one half crank on the Facile is an erroneous conclusion in favor of the machine. The calculations were carefully made, and I see no error as yet, but I by no means intended the inference that the driving device applies pressure equivalent to that given by an eight and one half inch actual crank; nor do I suppose that the advantage of the Facile in power is really as the difference between one and 2.123 pounds, although how much short it falls I do not know. There is a possible source of loss — which my friend fails to notice, and which I should omit to mention if I were writing merely to puff the Facile — to wit, the shortness of actual crank. If this crank were shortened to nothing all propelling effect would disappear, though the lever were a rod long; reduce the actual three inches to two, then to one, and if two or three times that reduction were added to the lever, although the theoretical leverage already shown would be increased, the machine would doubtless lose heavily in point of ease of driving. This shortness of actual crank, it *may* be, neutralizes in practice a portion of the gain in leverage, and if the machine does not develop *quite all* of the power theoretically shown to be in it, I should as-

cribe the deficit to this more than to increased friction.

It is possible, in riding the ordinary, to give a pushing motion forward as soon as the pedal reaches its highest point, but I think this only trivial, for two reasons: the leg is then in its position of very least advantage, and the foot can push (at least) only to the extent of its friction on the rubber, which can be but little in a horizontal line. When the crank has nearly reached the horizontal position, it is in the most effective position; after passing that, it will be admitted, I think, that the foot rapidly loses propulsive effect, *because it is not pushing in the circle described by the pedal, but rather towards the ground*. This would be somewhat true, I think, even were the rider over his crank, and his being well behind the crank makes it more true; hence the ordinary crank motion seems not really effective through more than one fourth, or perhaps one third, of the circle. Is not the well-known effect of the thrust to deflect the wheel from the straight line in some part a confirmation of this?

My friend urges as a defect the angularity (or obliquity, as I called it) of the pull on the Facile crank. In some degree I recognize this, and think the proportions of construction could be a little bettered; but I wish here to point out a peculiarity which he fails to see, and I only badly alluded to before. The joint of connecting rod to lever moves in an arc of a circle, and in one of only seven inches radius; this movement (as a careful examination of the cut in the WORLD of 27 October will show) itself operates to somewhat correct this obliquity and to pull the end of crank, not in a straight line towards the ground, as the foot ordinarily pushes the crank, *but around in a circle just where it wants to go*. Moreover, as soon as the crank reaches the position of the right hand one in the cut, the "knee-joint" principle comes into play, and the crank is pulled, *still in the circle*, with great power as far as it goes — that is, until it reaches the lowest point — and this is assisted by the leg's also being then in its most advantageous position for both applying power and utilizing weight of the body. The action thus described seems to follow mechanical laws, and the knee-joint principle in moving the crank only a little way, during the time referred to, but with especial power. Although the crank must pass its highest point before the lever can apply any power to it, and although the pull is at first oblique and at a disadvantage, the power increases until crank and connecting-rod make a right angle, and *does not cease until they form one continuous line*, the crank being then at its lowest point. It is even questionable, I think, whether the power does not actually increase until the crank is nearly at the bottom.

So much for the power-application in this machine. Its vertical action, and the full over-the-work position, are un-

approached by any bicycle yet heard of in the market; its enormous back-pedalling power is also evident at a glance, although, of course, it will stand brake almost *ad lib.* If I am right in the foregoing, I am also right in saying that neither the safety nor the other good qualities of the machine depend upon (although greatly assisted by) the smallness of driving wheel.

But theory, however interesting, is of no account as against experience, and the Facile is to be judged by what is done with it. The results I have already stated speak for themselves, and they have not been accomplished (except in the twenty-five miles road race in September, 1881) by riders of much practice on the machine; for example, the winner in the contest of 30 September last had previously done only twenty miles on it. This contest was a go-as-you-please for twenty-four hours, and Snook's average would be about nine miles an hour, even if he had ridden unceasingly. The second man—like the first—riding a 42-inch, did his one hundred and ninety-eight miles in 20h. 45m. (over nine miles an hour) and the first fifty-nine miles without a stop. One man, on a 36-inch, broke a treadle pin, disabling one side, and rode nine miles with one leg, yet did his one hundred and fifty miles in twenty-one and a half hours; anybody who thinks this one-legged performance easy can select his machine and try it. Fourteen men took gold medals, doing one hundred and fifty miles, and it should be remembered that the contestants were all nearly or quite unused to the machine. Although there are one or two claims of a larger day's ride than two hundred and fourteen and a half miles they are in dispute, and I think *the Facile is thus far at the head of all machines, for a twenty-four-hours-recorded road performance*; as I write without my newspaper files at hand, somebody will correct me if this is wrong. Let me support the foregoing by an extract from Mr. Sturme's leading article on "The Facile Road Race," in the *Cyclist* of 11 October:—

"We have before stated in these columns what we learnt from the three-wheeled contest, and we may now say, without fear or favor, that the results of this competition have simply astonished us. We always had, since actually trying it, a very good opinion of the machine, and this was much further increased when, three weeks since, we accompanied Mr. Boothroyd on a short run out of Coventry on our ordinary bicycle, and he fairly left us behind on his little machine on any sharp down grades, but we little anticipated such a really magnificent performance. We had deemed it very probable that several of the best men would place one hundred and fifty miles to their credit, and we thought it possible that some twenty more might be accomplished by the winner; but that the majority of the contestants should secure gold medals, and that two hundred would be touched by any one was a result cer-

tainly not looked for. The result certainly shows what can be done with a small wheel, and that it is not necessary to be a Cortis and ride a 60-inch to get over a formidable amount of ground in the day. That two hundred and fourteen and a half miles were covered on a 42-wheel, and that, too, by a rider who had undergone no special training for the purpose, speaks wonders for the ease of driving a small wheel, and is a grand testimony to the practical capabilities of the Facile, with its vertical action, "in particular."

Since I wrote before, I have given my specimen machine further trial, with increasing satisfaction. The slight awkwardness in steering has quite disappeared. I had ridden it down some quite smart grades, working the pedals, and find not the least wobbling tendency at high speed, which leads me to the belief that its peculiarly steady steering is helped rather than impaired by rapid running. On suddenly increasing pressure, or in hard up-hill work, there is a tendency, as in ordinary bicycles, to tip the wheel (not to directly deflect it from line); but I doubt whether any attainable speed will wobble it, and at present I am inclined to think (although not yet sure) that in lieu of coasting—which can of course be done as well as on any other—the Facile rider can drive down hill and go past the ordinary machine.

JULIUS WILCOX.

63 MURRAY ST., NEW YORK, 4 November, 1882.

CURRENTS CALAMO

WILMOT recently rode a Royal Salvo tricycle to South Framingham, twenty miles, in 2h. and 20m.

"CYCLOS," a pleasant and useful little English cycling monthly, has just suspended publication, after an expensive life of ten months.

THE bicycle department of the Olympic Club is now open, and W. D. Wilmot, of the Massachusetts Bicycle Club, has been appointed cashier.

THE Pope Manufacturing Company have contributed a bicycle to the Washington Industrial Exposition in aid of the Garfield Monument fund.

THE Olympic Club's skating and bicycle rink is now fairly underway, and has some attractive special feature of each pastime every evening.

WE shall, next week, publish Dr. Coleman's account of his recent trip through the West and Southwest to Santa Fe, with the Rochester bicycling experts.

THE L. A. W. committee in charge of preparing stencil plates for road and danger signs are attending to the business, and the work is well under way.

A CORRESPONDENT writes: "Warm milk, or milk warmed (not too hot to drink with comfort) refreshes more quickly than anything else I have taken."

OUR busy man has been riding the National tricycle during the week in the vicinity of the Cunningham Company's

establishment, and in a game of pool Papa Weston gave him eighty-nine points and got beaten.

THE sixth annual bicycle and tricycle exhibition of the Stanley Bicycle Club is announced to open in Royal Albert Hall, London, 29 January, to continue six days.

CLUB socials and smoking concerts are now the order among the English wheel clubs, and these will soon be supplemented with amateur theatricals and balls.

THE *Wheel World*, for November, gives a cartoon likeness of C. E. Liles, the famous track bicyclist, and winner of the recent five-mile tricycle championship of England.

A NEW wheel paper is to be established in France, *Le Bobinscope Velocypédique*, published at Rouen. It will be moderately illustrated, and will be ready the first of the year.

WE were unable to accept an invitation to be present at the fall opening of Manager Mason's Columbia Bicycle School, Wednesday evening, but know the affair must have been a pleasant one.

THE Washington meet and parade on the 29th inst. should be fully considered by wheelmen before making engagements for other meets and runs, for this will be the most important in the history of bicycling in this country.

IT is suggested "over the water," that the Bicycle Union take action with regard to employés of bicycle and tricycle makers riding for championships, admitting them to race as amateurs, but not on their employers' machines.

A SIX-DAYS' bicycling tournament will be held in the New England Manufacturers and Mechanics' Institute Building, immediately after the fair closes, in which Prince, Mellen, the Harrisons, Mlle. Armaindo, Morgan, Smith, and other well known professionals will participate.

THE Providence Bicycle Club will hold its anniversary dinner to-morrow evening, and a prior engagement forces us to decline a most cordial invitation which we have received to be present. We have been there before and therefore regret all the more keenly our inability to attend.

WHATEVER may be Mrs. Langtry's charms of mind, conversation, and manner, unknown and attired in the ordinary style of a well-dressed lady, she would not, on account of her personal appearance, attract a second glance from one in five hundred gentlemen seeing her on the street.

OUR reference to the "American Sans-*pariel*" bicycle, last week, has elicited the information from our friend W. V. Gilman, of Nashua, that he received one about four or five weeks since, and so far, he is abundantly satisfied with it, and he invites us to come "over the border" some day and try—which we will.

WE presume the vacancies in the offices of the corresponding secretary and membership committee cause the delay in the publication of L. A. W. applica-

tions. If steps are not already taken to permanently fill these positions, we would suggest that President Miller appoint *pro tem.*, so that the business of the League can go on as usual.

A NEW YORK firm writes us: "We could give any one who wishes to bring out a new machine several points that we believe would be very desirable. If you know of any one, either in England or the United States, that you think would care to take hold of a few novelties in the construction of bicycles, we would be obliged for their address." The address of the parties may be had at the WORLD office.

CORRESPONDENTS, and others, who are just now suggesting, as a remedy for supposed inadequacy of design, that the League be divided up into state organizations under national League rule, something after the principles of our civil government, will find, if they carefully study the constitution and rules as at present in force, ample provision, and authority for making the organization virtually thus. It only rests with the State officers to put their shoulders to the wheels.

THE Lawrence Bicycle Club gave a ball and bicycling exhibition at their city hall Wednesday evening of last week, which proved a most successful and enjoyable occasion. The bicycling entertainment comprised a drill by members of the local club, finely executed; trick and fancy riding by those admirable exponents of this branch of riding, Harry Tufts, of Attleboro', and A. L. Atkins, of Boston, and double fancy riding by Messrs. Bramhall and Stott, of Lowell. Wheelmen were present from Boston, Haverhill, Marblehead, Beverly, Lowell, North Andover, Portsmouth, and Manchester, N. H.

WE give space this week to a communication (from a gentleman who has, in his own business, had occasion to investigate the matter of patent rights to a large extent) respecting the recent "decree" anent the Pope Manufacturing Company vs. McKee & Harrington litigation, because the writer is correct in his statements, and copies of the "decree" are being extensively circulated among wheelmen throughout the country, and evidently "with intent to deceive." Messrs. McKee & Harrington pushed their case vigorously for about two years, and vainly tried to interest others in it to the extent of support and assistance, but had to bear it alone, and at great expense; and just on the eve of a final hearing overtures were made by the plaintiffs which were satisfactory to both parties, and relieved Messrs. McKee & Harrington of the trouble of further fighting for glory, to the serious detriment of their other business. This also relieved the Pope Manufacturing Company temporarily of a serious obstacle to their claims, and they are now hastening to make the most of it by loudly announcing the judgment (?) they thus secured. We trust our readers, however, will not be

misled into accepting this as another legal victory for the company, as we have excellent reasons for believing that the testimony as submitted would alone have imposed on them an adverse judgment, except for the compromise.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

PIONEER. — You ask: "What would be your impression of a bicycle suit of green cloth with nickelled buttons and red stockings, and polo cap with silver trimmings? Has not the 'polo' been discarded for obvious reasons, and a cap with a narrow front-piece been almost generally substituted?" Respecting the uniform, our impression would be that it would look very showy and attractive in parade, and be likely on the highway to scare horses and please girls and make prejudice screw its nose up another turn, and cause modest wheelmen like ourselves to wish our comrades would try to make themselves conspicuous for neat and gentlemanly appearance rather than for gaudiness of trappings. Our ideal for a bicycling uniform, whether for a club or for an unattached rider, is indefinite as to detail, but the general effect of which would be no departure from the prevailing style of gentlemen's dress, except in so far as would insure comfort and convenience for the rider, — that would, of course, recognize the necessity for breeches and stockings and the short-skirt coat, and the desirability of having the latter button to the throat. The Boston, Massachusetts, Connecticut, Chelsea, Worcester, Boston Ramblers, Æolus, and a number of uniforms of the present season very nearly accord with this ideal. The polo cap is still extensively worn and is neat and comfortable because of its lightness, but looks better upon very young men than on others, and we think a visor adds a little more dignity to older riders, besides being more comfortable for one's eyes.

F. R. W., Malden, Mass. — The Tremont Club, of Boston, claims the second longest day's ride, one hundred and fifty-four miles; but we are not certain that the run was officially called and to the entire club. If not, the ride, though a splendid one, should not be credited to the club as a club run.

F. W. K., Rutland, W. — If others receive the WORLD before you do it is the fault of Uncle Sam. The papers leave this office in one lot.

L. M. J., New York. — Those who send money for subscriptions will find receipts in the papers following the receipt of same. You have doubtless received yours ere this.

THE PIONEER BICYCLE. — A correspondent wants to know "who imported the first bicycle (not the 'boneshaker,' which was called in England over a dozen years ago a 'bicycle') into the United States or Canada?" Can any of our readers furnish correct data? Our correspondent says he can antedate with a 50-inch Coventry the 1877 one mentioned in the *Wheelman*.

BOOKS AND PAGES

OUR LITTLE ONES for November is at hand, and is, if possible, fuller than ever of charming pictures and stories and verses for little children. No periodical for our very young "little ones" surpasses or scarcely approaches this for excellence of illustration, text, and typographical appearance, and it is one of the best preparatory educators that children can have. Russell Publishing Company, Boston.

THE CENTURY. — With the November number the *Century* commences its twenty-fifth volume. That it is a handsome number it would be superfluous to add, for it always is so; and we cannot say that this surpasses all which have preceded it; but for general attractiveness of text and illustration it is well worthy of more than a passing notice. The frontispiece is a handsomely engraved portrait by Cole, of Florence Nightingale, and evidently a good likeness. Henry James, Jr., contributes a paper on Venice, profusely and splendidly illustrated; and W. D. Howells gives a brief but interesting sketch of the first-named novelist with an accompanying portrait of Mr. James, engraved by Cole. Other illustrated articles are "A New Profession for Women," "Wood Engraving direct from Nature," "Sculptures of the Great Pergamon Altar," and the first instalment of a series of American historical papers, entitled "The Beginning of a Nation," by Edward Eggleston. Mrs. Burnett's serial is continued, and Mary Hallock Foote commences an interesting illustrated romance of the silver mines, entitled "The Led Horse Claim." Charles Dudley Warner has a carefully written and instructive paper on "England," Albert Stickney reviews the question, "Is the Jury System a Failure?" and there are also several communications

on the same subject. There are also articles both light and solid from such well-known writers as Frank R. Stockton, T. W. Higginson, Alphonse Daudet and others, and Washington Gladden gives the opening article of the "Christian League of Connecticut."

ST. NICHOLAS commences its tenth volume brilliant with promise for the next eleven months, if the beauty and excellence of the current issue is any criterion — and we know from the past it is. In addition to the usual excellence of pictures and articles for children, there are two interesting serials begun, "The Story of Viteau," by F. R. Stockton, and "The Tinkham Brothers' Tide-Mill," by J. T. Trowbridge, and an especially fascinating paper by Charles Barnard, entitled "Torpedoes — Don't Anchor!" "Jack in the Pulpit," "The Letter Box," and other regular departments are full of good things as usual.

THE WHEELMAN. — This handsome wheel monthly for November, reached us late, but is none the less welcome, and on examination is not less interesting and valuable in contents than the initial number. We are pleased especially to see S. Conant Foster's charming poem with Howard's illustrations given so fine a setting. We had seen the original manuscript and sketches before, and induced Col. Pope to secure them for reproduction in some such publication as this. Among the better-known contributors, among wheelmen, in the number are Rev. H. F. Titus, C. E. Blackham, A. S. Parsons, Chas. E. Pratt, and L. J. Bates, besides which other papers will be found well worthy perusal.

WASHINGTON, D. C.

Wednesday, Nov. 29, 1882,

Bicycle Meet and Tournament,

FOR THE BENEFIT OF THE

GARFIELD MONUMENT FUND,

Under the Management of the Capital Bicycle Club.

[Under the Rules of the L. A. W.]

The following is the Programme:—

1. A parade over more or less of the fifty miles of concrete pavement, and a review by the President of the United States.
2. A series of races on a specially prepared track in the White House grounds as follows: Five-Mile Handicap; Mile Scratch race for novices who have never won a prize; One-Mile Handicap; Half-Mile Scratch; Two-Mile Handicap.
3. Competitive drills, open to club squads of not less than eight men, for which individual prizes, in addition to a handsome club prize, will be given.
4. Fancy riding.
5. A tournament on the wheel—the first ever attempted.

A sufficient appropriation has been made to procure exceptionally handsome and valuable prizes in all of these events.

Quarters in hotels and private houses either for clubs or individuals will be secured in advance by a Committee of the Capital Bicycle Club, and storage for wheels will be provided in one of the Government buildings.

The Pennsylvania and Baltimore and Ohio railroads will furnish free transportation for wheels, and have materially reduced their rates of fare. Other lines are expected to do the same.

Music will be furnished by the celebrated Marine Band.

Entries close Saturday, Nov. 25, 1882, for all the events, and each entry must be accompanied by a fee of one dollar, which will be returned to actual participants.

Address all entries and other communications to

S. PRESTON MOSES, JR.,

Secretary Capital Bicycle Club.

Room 33 Le Droit Building, Washington, D. C.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 48-inch Standard Columbia Bicycle, half bright, cone bearings, fair condition, but too small for owner; bell included. Address RICH. ARDS & SAVENE, 50 Summit street, Toledo, Ohio.

FOR SALE AT A BARGAIN: Harvard Tricycle; 48-inch Standard Columbia; 50-inch Mustang; 50-inch Special Challenge; 52-inch Standard Columbia; 52-inch Special Columbia; 50-inch Special Club; all in first-class order. P. F. VALENTINE, Dunkirk, N. Y.

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ADJUSTABLE SKELETON SADDLE,

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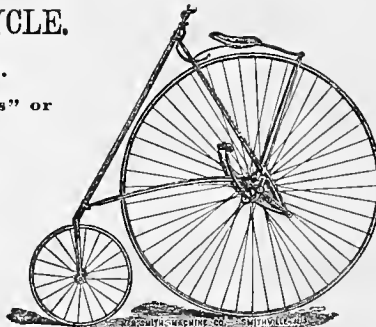
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

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The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

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Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

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New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

No letters answered unless stamp enclosed.

SECOND-HAND BICYCLES AND TRICYCLES.

Bicycles.

* 1 48 in. "Duplex Excelsior," full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. 50 in. "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and burnished, rubber handles, \$90. * 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1 1/2 nickelled and 1/2 bright, cone bearings, bell, etc., \$65. 1 54 in. "Old Style Premier," 1/2 painted and 1/2 bright cone bearings, \$45. * 54 in. "Gents Club" double ball bearings, 1/2 nickelled and 1/2 painted, \$75.

Tricycles.

* 1 55 in. hollow felloe "Excelsior Tricycle," double ball bearings, full nickelled, spokes japanned, Hancock tyres to driving wheel, \$150. † 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$35. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. † 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

‡ In first-class order; shows only wear on tyre.

⚡ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

Bicycling World

The Official Organ of the League of American Wheelmen.

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Volume VI.
Number 3.

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Bicycle Excursion from the Genesee to the Rio
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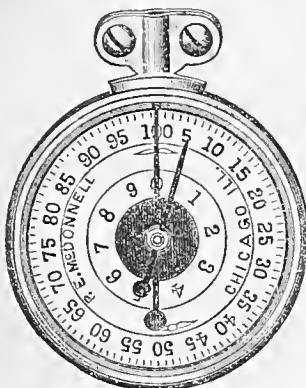
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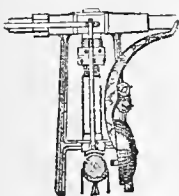
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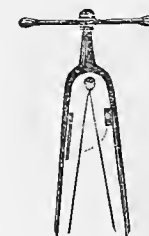
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My Washington (D. C.) address next week will be: 481 Pennsylvania avenue.

RICHARD GARVEY,
Pres. Missouri Bi Club, St. Louis.

SEE announcements of Thanksgiving bicycle races in Boston, and grand meet in Washington, on page 39.

GARVEY of St. Louis don't intend to get left at the Washington meet, so if you wish to find him see announcement above.

WE understand that Mr. Fred. T. Scholes of Cleveland, Ohio, has accepted the appointment of L. A. W. corresponding secretary, *pro tem*. Good!

WE recently received for trial, from Messrs. Richard Wooley, of Cincinnati, a pair of high shoes designed for bicycling, and manufactured to measure, the style similar to the "Congress" but differing from that pattern in that the elastics instead of covering the ankles are set in double pieces over the instep and heel respectively, while the ankles are covered with leather. The shoes have a neat appearance, and, while admitting of as much freedom of movement, if not more, the elastics will not fray and turn white by the abrading action of the ankles, as in the old style, which is to our thinking a great improvement.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

Write only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 24 NOVEMBER, 1882.

SADDLES AND SPRINGS.

THERE are several important parts of the bicycle to which manufacturers ought to devote especial attention during the winter, with a view to improving for next season's riding. Principal among these are the saddle and its accessories. To most riders the chief discomfort experienced during a long ride lies in this direction. Of course, no more than a pair of boots, the same saddle, however excellent in pattern and make, will not fit all riders; but if, as in the matter of boots, bicycle dealers would keep on hand differing sizes and conformations of saddles of the same quality, that the purchaser of a machine might choose from, it would in a large measure obviate the

present drawback of imposing the same size of the severe shaped common suspension saddle on fat and spare men, alike. As a rule, a stout built rider prefers a hard seat, he being provided with a natural cushion to which the padded saddle adds unnecessary warmth; but as the fleshy rider is apt to suffer from chafing of the thighs, the pommel needs to be made narrower for him, or otherwise so shaped as to render this liability less. The spare man, on the contrary, wants the saddle easy, either by so padding or shaping as to allow his person to bear evenly at all parts.

Not the least important in this connection is the construction of the spring. All the springs and pictures of springs we have yet seen, except one, are defective in the point of being attached behind the head, so that in order to get the benefit of its yield the rider is obliged to place the saddle several inches farther back of the pedals than is desirable to many. This defect might in some measure be overcome by having a short bar running back from the under centre of the saddle to the end of which the present bolting attachment could be applied. Neither the Club, Atlanta, Archbishop, British Challenge, nor Matchless springs meet this difficulty. The Cradle is said by many to be a remarkably easy spring, and it looks as if it might be, but its present exorbitant price will prevent it from ever becoming popular, its price being, at the very least, \$5.00 too much. This spring, or one equally good, could be manufactured in this country, and sold for \$1.00 at a handsome profit to both maker and dealer, and we earnestly recommend this subject to the early attention of our mechanics.

CONSIDERABLE interest has been felt in this vicinity as to the question of Mr. Frye's acceptance of Prince's challenge, and whether the League would officially sanction the race. In a Boston paper last Sunday there appeared a second acceptance of the challenge by Mr. Frye, which stated that a deposit had been made for the prize, and that "business" was meant. It neglected, however, to state that the sanction of the League had been obtained, or that it was a condition necessary to the race. We conclude from this that Mr. Frye has concluded to meet Mr. Prince, whether the sanction of the League be obtained or not. If he does so of course he will forfeit his amateur status, and will not be allowed to retain his membership in the League nor in the Boston Club, whose rules exclude professionals. In regard to

the latter Mr. Frye has already sent his resignation as a member, not wishing to compromise the club. We had hoped that League sanction would be given, as it would not only have afforded the League a good opportunity to assert its powers, but would save one of the League's best racers from becoming a professional. We have little doubt that the League racing board might grant the sanction asked for, as good precedents had been established by the races of Falconer *v.* Cooper, and Cortis *v.* Keen. It is, of course, an open question whether any exception to the rule should be made in this case, and if it would have a tendency to make such contests of common occurrence, we should be opposed to it. The only reason that should obtain would be the great public interest such a race would inevitably create, and the fact that a meeting of these two "cracks" would cause great satisfaction to many wheelmen, and afford the highest gratification to those who might have the pleasure of witnessing the contest. As this is really the object of racing, it might have been judicious for the League to have given its sanction, unless, in the opinion of its officials, such a course would be prejudicial to the best interests of bicycling. We certainly hope Mr. Frye will not forfeit his amateurship for a paltry prize, although we shall await the result of the race with a good deal of interest, and anticipate a close contest and quick time.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of meeting races, meets, runs, periodical business, social meetings, etc., etc.]

HARVARD BI. CLUB. — At a meeting of the Bicycle Club held 11 October the following named officers were elected: President, Geo. B. Morison, 1883; captain, R. Burnham Moffat, 1883; sub-captain, Horace Binney, 1883; secretary and treasurer, Frank W. White, 1885.

VICTOR BI. CLUB. — The wheelmen of this place held a banquet at Will Holt's parlors on Tuesday (14th) evening in honor of V. C. Place, who left for Arizona Territory yesterday. A pleasant evening was enjoyed by all, after which an organization was effected with the following officers and members: President, W. R. Fields; vice-president, S. W. Foulk; secretary and treasurer, C. B. Shrom; captain, C. A. Rouse; lieutenant, Will Hamlin; members, V. C. Place, S. Bear, O. A. Gravatt, William Rutter, A. Blase, Samuel Evans. Our membership will be double next year. The club was named "Victor," in honor of Mr. Victor C. Place. C. B. SNOW, Sec.

PEQUONNOCK WH. CLUB. — At a recent meeting of the Pequonnock Wheel Club of Bridgeport, Conn., the following were elected officers: President, Geo. F. Johnson; captain, Chas. C. Godfrey;

treasurer, Herbert M. Knapp; recorder, E. Stewart Sumner. The club members number seventeen, and several more will join in the spring. Four, at least of us, will attend the Washington Meet the 29th. E. STEWART SUMNER, *Rec.*

THE PROVIDENCE BICYCLE CLUB'S THIRD ANNUAL DINNER.—The first bicycle club in Rhode Island has cut another notch in the post which marks its age, and celebrated the event with its usual pleasant dinner, Saturday, 18 November. The unexpected snow storm of Friday compelled its members and guests to forego the pleasures of wheeling on their bicycles to "What Cheer Cottage," where the dinner and meeting took place, and compelled them to resort to the not unsocial barge as a means of conveyance. Previous to the dinner a meeting was held, when the following officers were elected for the ensuing year:—President, W. P. Anthony; captain, J. A. Reeves; secretary and treasurer, postponed for change in constitution; lieutenant, F. D. Livermore; guide, C. T. Grammont; bugler, T. W. Childs; executive committee, president, captain, and secretary (*ex officio*), A. G. Carpenter and F. A. Nightingale. About nine o'clock, twenty-five or thirty gentlemen sat down to an excellent menu. After this had been discussed, and cigars lighted, Ex-President Carpenter, in his usual graceful and easy manner called the meeting to order, and referring to the pleasant relations which had always existed between the Boston and Providence Clubs called upon Capt. Hodges to respond for the Bostons, which he did in an excellent speech, and proposed the health and success of the two clubs. This toast was drunk by all, standing. Chief Consul Weston responded for the Bicycle Touring Club. J. S. Dean, of the BICYCLING WORLD, responded for the press. The remainder of the programme was entirely informal and most enjoyable. Speeches were made by Messrs. Churchill, Lowry and Clark, of the Bostons, and Reeves, Anthony, Danforth, Cross, DeMunn, Livermore, Bridge, Hardy, Chandler, Carpenter, Grammont, Farmer and Knight, of the Providence Club. Songs and stories followed, until after midnight, when the company with many regrets returned to the city, having successfully launched the Providence Club upon its fourth year.

W. P. HASKELL of Cambridge has been elected first lieutenant of the Boston Ramblers, in place of R. H. Stahl, resigned.

RACES

WELDON, N. C., 15, 16 November. — About fourteen thousand people witnessed the bicycle races at the Roanoke and Tar River Fair, held in this place during the past two days. It was the first exhibition of the kind ever given here, and attracted much interest. There were

several events, the principal attraction in each being Mlle. Louise Armaindo. On the 15th, in a mile race in heats, best two in three, against T. W. Eck, the lady won, her best time being 6m. 14s. She also ran and won a half mile on foot, against Mr. Arthur Bennett, a New York commercial traveller, on a bicycle, which was very exciting, the negroes especially shouting themselves hoarse; time, 3m. 27s. On the 16th she beat Eck in a half mile heat race, in 2m. 51s. The track was very sandy, and hard to pull through.

E.

COLUMBIA, S. C., 16 NOVEMBER. — The bicycle races here to-day, in connection with the State fair, took place on the trotting course, and attracted thousands to the track. There were eight entries for the first race, a three quarter mile dash. D. A. Childs, Charles Cronberg, George Green and Gil Berry from the Columbia Club, and T. T. Gilmer, J. T. Davis, L. P. Elam and E. F. Young from the Charlotte Club. Several other clubs were represented, but did not enter the lists. Gen. W. W. Humphries of Anderson, Col. J. K. G. Nance of Newbury and Mr. James Munro of Union acted as judges. The start was made from the judges' stand. Mr. Cronberg of the Columbia Club was thrown from his machine at the start, and Mr. Childs led the race beautifully for the first quarter, when Gilmer of the Charlotte Club began to gain on him, and pressed steadily ahead, coming in the winner in 3.02, Davis second, Childs third, Elam fourth, Young fifth, Berry sixth, and Green seventh and last.

So exciting was this race that the crowd clamored for another. For the second race of a half mile. Gilmer, Davis, Young, and J. C. Weaver of the Charlotte Club entered. The riding in this race was much better than in the first. Gilmer and Weaver ran well together over first half of course, and the race seemed to be very doubtful between them, but Gilmer again won, passing under the string in 2.03½, Weaver second, Davis third, and Young last.

The track was in poor condition for bicycling—there having been horse racing on it the two previous days. These are the first races ever held in this State between two or more clubs, and I think that now the "Ice is broken" there will be more interest taken by bicyclers in this section for the advancement of bicycling generally.

B. B.

A RACE was run, 28 October, around Longchamps in the Bois de Boulogne, three times, making about seven miles, for the championship of Paris, and was won by Medinger, in 21m. 50s., Chas. Terront being second by about eight yards.

IN the half mile bicycle race in connection with the college games at Williamstown, Mass., 18 October, Ames of 1885 won in 1m. 40½s.

E. A. THOMPSON of the Manhattan

Athletic Club won, from scratch, the two mile bicycle handicap in the games of the Columbia and Atlantic Athletic Clubs, 7 November; time, 8m. 55¾s.

Mlle. LOUISE ARMAINDO is to ride a bicycle against a trotting horse at Richmond, Va., 25 November.

Frye v. Prince.

To the Editor of the Globe:

John S. Prince, champion bicyclist, challenges any man in America, amateur or professional, and offers them twenty seconds start in ten miles, to run for a \$100 cup. I will accept Mr. Prince's offer, and enclose herewith my deposit for cup. Hoping Mr. Prince will make his deposit and complete arrangements for the race at once, as I mean business, and I would like the race to take place 30 November, if possible, on the five-lap track at the Institute building. The sporting editor of the Boston *Globe* to choose the referee and custodian of the cup. I am yours, respectfully,

LEWIS T. FRYE,

Ten miles amateur champion.

MARLBORO', 18 November, 1882.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Toronto Bicycle Run.

Editor Bicycling World:—Since I last wrote you, bicycling in our Queen City has been progressing apace. The Pioneer Club has been adding to its ranks, while another club has sprung into existence which promises to help forward the cause of the wheel more vigorously than its sister club has been doing for some time past. Competition in this matter will be the life of both organizations, and, as a member of the older society, I would say: "Good speed to the new departure." Last Thursday, being our national thanksgiving day, the Toronto Club decided to celebrate it by an "all-day outing"; so, on the 9th inst., at 6.45 A. M., a dozen wheelmen could be seen in the dim light oiling their wheels, tightening their nut-screws, etc., and making all "taut" for a good long run. The riders were divided into two sets, each under the charge of a leader, who was responsible for the safe conduct of his party. The first set consisted of R. H. McBride, P. K. Stern, W. E. Carswell, and Guy Warwick, who were determined to roll as many miles under their tires as it was possible to do during day light. The first objective point was Highland Creek, sixteen miles distant, which was reached at 8.30 A. M., one hour and three quarters after starting, including a stop of ten minutes. Breakfast being despatched, wheels were again mounted at 9 A. M., and Whitley, fourteen miles further, was reached at 10.57 A. M., after a stoppage of twenty minutes on the road. Leaving orders for dinner, the party pushed on to Oshawa, distant four miles, and delaying only a quarter of an hour, returned to Whitley, where some three members were waiting to receive them,—two of them having started from Toronto at nine o'clock, reaching Whitley at 12.30 P. M., passing the second party at Highland Creek. After doing justice

to a good dinner, and waiting till the second party arrived from Toronto, who were to return by train, McBride, Stern, Warwick, and Campbell (Carswell having been dropped at Oshawa) remounted at 2.15 P. M. and bidding adieu to those just arrived, turned their wheels citywards. They soon experienced the difference in their homeward ride, having a moderate westerly wind to contend with, while the roads were somewhat dustier than in the morning. Highland Creek was reached at 4 P. M. without mishap, after stopping twenty minutes on the way. The road from here for eight miles was a succession of grades, with a few descents, which could not be coasted to advantage on account of the wind. When the height of land was reached, it was necessary to light the lamps, as the day was cloudy and the night promised to be very dark. Remounting, the riders felt refreshed by their change of position, and having considerable down-grade, the run into the city was completed by 6.45 P. M., and the longest club run taken since the formation of the club was an accomplished fact. When the roads in this section of the country are considered, the sixty-eight miles covered by this ride was a good performance for those who have never before done more than fifty miles in a day. The machines ridden, were: McBride, Warwick, and Carswell, — British Challenges; Stern, D. H. F. Premier, and Campbell, — Tangent. No accidents were reported; and another and longer run is in order for the next holiday, weather permitting.

CHALLENGE.

Kankakee, Ill.

Editor Bicycling World:—The WORLD of 3 November (the compositor will set it up "3 November," so I suppose I may as well write it so, though why he should ape the English in this I don't know. "Out West" we always place the numeral after the name of the month, and I presume you do in the East usually. The WORLD is the only publication I have seen in this country that goes back on the United States in this arrangement) refers to the verdict of the Philadelphians that the bi-centennial wheel display was "one of the most novel and interesting features of the parade," and your correspondent, in alluding to this opinion, adds: "This seems to be the impression our great meets create everywhere." This is undoubtedly true, yet I can't help recalling an exceptional case at the Chicago meet last May. I was pushing my wheel along the lake front toward the depot on the evening of the parade, my overcoat on my arm, worming my way through the gathering crowds near the circus ground, when I heard a tough-looking citizen (a denizen of "The Patch") address me as follows: "That's right, go home, — you; I'm tired of the sight of them things." A moment after a banana peel took me back of the ear. (I always supposed that banana peels were never applied to any

other portion of the human make-up than the boot heel; but this one fitted perfectly, and spontaneously, as it were, so I am satisfied that the banana peel is not the exclusive thing it has been characterized. I am glad he threw it.) When that fellow gets into the city council, — as I suppose he will, having some of the shining qualities which constitute ward politicians, — I am afraid he will be "ferninst" the bicycle.

The formation of State auxiliary leagues is something which must come soon, especially in the West. The plan proposed by President Bates seems feasible and effective. State leagues need not detract from the importance or usefulness of the national body; on the contrary, I believe they would strengthen it. Ohio gives us a good example of the workings of a live state league. Their meets have been very successful, and I have no doubt that every league club in the commonwealth feels an increased interest in the L. A. W., as well as in the matters pertaining to their own local wheel affairs. The L. A. W. is a "big gun," I admit, but it is loaded for bear. We want something that will bring down smaller game. If the Thanksgiving Meet in Chicago results in the formation of a league of Illinois wheelmen, the Pilgrim Fathers will not have landed in vain. All bicyclers in the State will receive direct and positive benefits from such an organization. We shall know how many riders we have, where they are, who they are, and what they are doing. They will form a considerable power for the improvement of our road system, — a problem which is bound to be one of the live issues in this State. A system of quarterly, semi-annual or annual reports can be effected, to include every club in the State, to be published in the Wheel Department of the *Inter-Ocean*, — or any other leading Chicago paper which evinces a friendly and helpful disposition toward the "bi." Such information would be valuable and effectively disseminated.

I wish the WORLD would publish the questions as well as the answers in its Query Department, where the questions are of general interest.

A candidate for the Illinois Legislature from the Danville district ran on a novel platform in the late election. He came before the people on the issue of a revision of the road laws. Well, he was beaten; but he has hitched up his trousers, taken a fresh chew, gone down to Springfield, held a consultation with the Governor and others, and the result is a call for a meeting at Springfield on 1 December of mayors, legislators, and leading farmers to consult on the important question: "How shall the Road Laws be Amended to give us Better Roads?" One of the first amendments should be to require that all road boxes shall be paid in money.

A. B. H.

Chicago.

Editor Bicycling World:—The first bicycle ball ever held in Chicago was

given by the Chicago Bicycle Club on the 10th inst., at its new headquarters, 189 Michigan avenue boulevard. The carpet was covered with canvas, stove moved aside, music imported, and fourteen couples pronounced the new club rooms a splendid place for dances. Light refreshments were served in the room, and a very unique bicycle programme danced until eleven o'clock. The club will repeat these social parties at frequent intervals during the winter. The next thing of the kind on the programme is a social smoke, laid out for the evening of the 9 December, when all the wheelmen of the city and everywhere else, if they happen to be in town, are invited to join us in having a jolly time. This evening, of course, will be exclusively "stag." The club had occasion to congratulate itself on having retained the gray uniform. It was thought to be well enough for outside wear, but for in-door use conceded to be too plain. On this occasion the gray with the black stockings, was pronounced superior to black in every way by the ladies present.... On Thanksgiving Day the championship races of the League of Chicago wheelmen will be held at the Exposition Building, and on the 2 December the Chicago Club will hold its one mile championship race. Mr. Conkling now holds the one mile medal, an elegant affair, and will have to race but once more to retain it for good, providing he wins. There are evidences that several members are training for this event, and we may look for an interesting race on the second prox. Chicago is glad to get a representative in the L. A. W. racing board. It is just what the racing men wanted. We had occasion to do a good deal of corresponding this summer on racing matters, but failed to hear from any member of the racing board.... Our wheelmen are talking up the question of having a long distance run that will beat the time of the *Aëolus* Club. Our facilities are very good for the purpose; the city can be wheeled around about five or six times, taking in the boulevard system, and will work up a distance of about one hundred and eighty-five miles. The season is too far advanced to attempt the feat this year, but it is in mind for next year, and will probably be attempted then.... Chicago has had a fine autumn — very little rain, and that mostly in the night. Up to the present time we have had no signs of winter, and bicycling has been good. For the coming season Mr. Fairfield reports that the D. H. F. Premier will be changed throughout. He has been advised by the manufacturers that the tubes will be thickened at the lug and bridge, with a greater spread at the lower bridge, the fork being guaranteed against breakage in any size. The double hollow fork has been rather annoying in some instances on account of breaking; at the same time it is so handsome that the owners almost forgive the defect. Milwaukee wheelmen are down on the premier because the fork breaks,

and therefore pin their faith to the Harvard. The fork of one of our Harvards broke in two between the bridges the other day, which shows that this machine is not infallible in this respect. . . . We understood that a copy of the D. H. F. Premier, with a few modifications, was to be manufactured in Chicago. Arrangements had been made therefor, but for some reason the project has been abandoned. There are several machine shops in Chicago that are aching to make bicycles, but are held up on account of the patents. If allowed, we have no doubt that some one of our manufacturers would be making a splendid bicycle inside of six months. . . . Mr. Jeffery has secured a patent for a heart shaped rubber tire for which he claims many advantages over the round tire. The round part of this new tire is cemented into the felloe, leaving the two rounded surfaces projecting, which catch hold of the ground more firmly than the round section, making the tire especially valuable in slippery wheeling. . . . Mr. Miller's Perfection Hub Lamp, now in the hands of Horsman, New York, does not seem to appear among us. This lamp has the remarkable property of destroying the shadow of the tire, and for this reason would find many purchasers here if the manufacturers would put them on the market. Mr. J. O. Blake reported the sale of six Experts the other day, which is good for this time of the year. There is no doubt the Expert is a good machine. The chief objections we have to it is that it has the big back wheel, and is perhaps a little heavier than it ought to be for our smooth wheeling. It would suit Chicago wheelmen better if it were lighter. We have heard it expressed by at least a dozen persons, experienced bicyclers, that the machine was very elegant in appearance until the rear forks and rear wheel were reached, these parts destroying the symmetry of the wheel. Put on a Humber rear fork, reduce the size of the rear wheel to seventeen inches, put in lighter spokes in both wheels, and swell the backbone a little more at the step, and the Expert would be very elegant in outline. There certainly is not a handsomer bearing and fork made, and for general workmanship it is about faultless. The spring is another point that might be changed with benefit—bolting as it does, through the neck, the thumping it gets has a tendency to enlarge the hole, and when worn about six months the spring at the neck is loose with no provision for tightening. In the Premier it is different; the ends of the spring are bent so they clasp the neck in such a way that the strain is not brought upon the bolt entirely, and therefore the hole through the neck is not enlarged. Again, by this way the spring is adjustable and can be made easy or stiff, to suit the rider. The writer has tested this spring fastening for two seasons, and upon examination the bolt is found perfectly rigid with not the slightest evidence of wear. We do not think the tail

slide as used in the Expert, Harvard, and later Premier as good as the socket slide and clip that the Premier used to have. The latter way is more expensive, but it looks better, and does not rattle or throw off oil. The socket slide on the writer's machine has not been oiled this summer, and yet does not wear or rattle to amount to anything. The Expert's rear wheel ball bearing does not rattle, which is a point in its favor. STENO.

New York Letter.

Editor Cycling World:—Winter is coming on apace, and is beginning to make its appearance felt by rendering our roads disagreeable. Our autumn was short, sweet and merry; its roads were fine, and its days delicious, but now dreary November treads fast on its heels, and the view changes under your very eyes; mud gathers with great rapidity, a night's freeze renders it rutty and nasty for riding. The Boulevard and the Kingsbridge road are the only ways passable to us this week, but we have taken it out on them.

I understand "Kol Kron" was out to Tarrytown on election day. It is very strange that none of the Yonkers party met him, but he seems to have missed them all round; he probably passed them when they went down to the depot in Yonkers to see Mr. Weston off. He is a queer case, but his descriptions of road life (for he lives half his life on the road) are good, and he is certainly one of the most persistent bicyclers now on the wheel.

The week commenced well, it being duly inaugurated on Monday by the Ixions electing Mr. Will R. Pitman, B. T. C., L. A. W., N. A. A. A., U. V. W. X. Y. Z., etc., their captain; so the wheel has turned, and Pitman is at the top. Well he has followed it in all its turns, through thick and thin, from its youth up, and now, at last, it does seem as though his steady perseverance was to be rewarded. His enthusiasm has never waned. Other stars in the wheel firmament have faded and set, but the Lone Star has shone through all, and gathers fresh lustre as random stars rise and flash their light, only to disappear and fall back into oblivion. Shine on Lone Star, and draw the "Lesser Lights" of Ixion on to the goal and victory.

There was a most respectable and large gathering at Elliott Mason's exhibition on Wednesday evening, fully one half of the spectators being composed of the gentler sex. The fancy riding of Messrs. Atkins and Canary was very fine, Mr. Atkins especially, being the exponent of a new style of trick riding, his wheel balancing being superb. He won the slow race, but it was a tight bout between him and Canary. The drill, an impromptu one, was fair, considering that there had been no previous practice. Neither the Ixions nor the Lenox showed up a team as was expected; The Ixions had a sort of excuse, as their uniforms were behind hand, and they did

not like to appear on the floor in motley.

Ford Mason gave a good imitation of a beginner learning to ride, and it was almost as good as Rollinson's established character trick. The New York and Brooklyn clubs showed up in force, and the entertainment concluded with five or six enjoyable dances, in which the spectators joined, and they played "Home, Sweet Home," about 12 P. M., and left for their homes, voting the affair a success. The Kings County wheelmen have on the tapis a wheelmen's ball for 4 December, and they intend to make it a great success. It is the dying song of the swan, for the long expected split of the Kings County wheelmen has come at last, and faction has made the club her own, and disagreement rules its councils. It is a pity, for we were getting to think that there was one large city, at least, which could boast of a club, embracing nearly all the riders in its precincts, its minds unanimous as one—but no! it was not to be, and Brooklyn has gone the way of all the rest, and deep are the murmurs that we hear from both sides, and loud and many their asseverated grievances. Each day makes it worse, and I scarcely think that the ball will weather the storm, though I hope to be there, along with the other cranks (Sterry says every bicyclist, as soon as he gets a machine, becomes a crank) me and my best-go-to-meeting girl.

Pitman never goes out now without a body guard, for he is afraid to leave his Philadelphia medal in a safe deposit company, but carries it on his breast continually, hence the guard. His life was threatened the other night by some one who saw its electric sparkle in the darkness, and he escaped only by his steadfast and time honored earnestness of purpose—and swiftness of foot. He has already made his will, and I understand that in it he leaves the medal to the city of New York to take the place of the torch that is to be placed in the uplifted hand of the statue of "Liberty Enlightening the World," that is to be erected in New York harbor A. D. 1900.

CHIC.

NEW YORK, 19 November, 1882.

Montreal.

Editor Cycling World:—I beg to enclose my reports for the months of September and October:—

	Miles.
Mileage for September and October,	89
Number rides, " " "	6
Attendance, " " "	38
Av. attendance, " " "	6
Longest ride, " " "	20
Shortest, " " "	5
Largest muster, " " "	9
Smallest, " " "	1

The four highest individual mileages are:—

	Miles.
Lieut. J. A. Muirhead.....	469
Capt. H. S. Tibbs.....	403½
Lieut. J. Trotter.....	367½
H. Joyce.....	307½

The event of September was our second annual race meeting, 2 September, a report of which has already appeared in your paper.

The remarkable unanimity with which our brother wheelmen decided to leave us severely alone was rather disgusting, to put it mildly, only one outsider being present, Mr. Laurent, bugler of the Quebec Bicycle Club.

The appearance of our drill squad (twelve in number) as they performed their various "evolutions and shevolutions," — "volutions, in fact, of both genders," created considerable comment of a very favorable nature; and the hearty bursts of applause that greeted each well executed movement testified to the appreciation of the spectators.

Our annual dinner at the Windsor Hotel, Saturday evening, proved to be a very enjoyable affair. I send you the *menu*, so that the lazy stay-at-homes can see what they missed.

POTAGE.		
à la Duchesse.		
Consommé de Volailles aux Grenelles.		
HORS D'ŒUVRE.		
Cronsquis à la Française.		
POISSONS.		
Sammon Fruite à la Chambord.	Filet de Doré aux fines	
	herbes.	Pommes à la Parisienne.
ENTREES.		
Filet de Dindonneau piqué à la Dauphin.	Turban de	
Pigonneau à la Popalliere.	Foie d'Oie en Bro-	
chette aux Champignons.	Petites	
Bouchées à la Mazarin.		
SORBET.		
à la Cardinal.		
ROTI.		
Filet de Boeuf.	Poulet Farcé.	
	Jambon de Hamilton.	
MAYONNAISE.		
De Homard.	De Volaille.	De Tomato.
LEGUMNES.		
Pommes de Terre.		
Chou-Fleur.	Petits Pois.	Haricots Verts.
CAFÉ.		

Now don't you think the S.A.H.'s missed a treat? After the usual loyal toasts had been duly honored, the L. A. W., BICYCLING WORLD, Montreal Amateur Athletic Association, "Our Captain," officers, and a great many others were proposed and responded to.

We were favored with songs, recitations, etc., from different members, and our secretary gave us a ditty, entitled, "Our Trip to the Ancient City," which, to the tune of the "King of the Cannibal Islands," relates the history of our eventful trip to Quebec on last Dominion Day (1 July.) I heard him promise "Hungry Tommy," to send it on to you, and if he don't do so soon I will bite him in the leg, and try if that won't make him smart up and send it.

On Saturday, 9th, a five-mile race was contested at the firemen's games, on the Montreal Lacrosse Grounds, in which Messrs. Ross, Low, Smith, Tibbs, and Muirhead took part, coming in in the order named. Winner's time, 20.22.

On Saturday evening, Messrs. Ross and Smith left for Toronto to compete in some races to come off the following

Monday. J. C. Holden left on the previous Friday. Through most culpable mismanagement on the part of the racing committee, Messrs. Ross and Smith had to return without getting even a chance to "lick or be licked," while "Freddie" Holden won the three-mile handicap. It certainly is not much inducement for our racers to travel some three hundred and forty miles, when they find they have only got a chance to travel back again.

Capt. Tibbs was sent to Toronto as a delegate, to attend a meeting, called with a view to take steps towards forming a Canadian association of wheelmen. This association is now formed, or nearly so, and boasts of an official organ, the *Bicycle*, a monthly paper, published in Hamilton, Ont.

On Saturday, 7 October, at the fall championship meeting of the Montreal Amateur Association, G. M. Smith had an easy victory in the one mile; time, 3.44; and F. C. Holden won the five-mile, after a good race, in 19.55. Messrs. Ross and Low competed against him, and all three came in "all in a heap."

On Saturday, 14 October, at the Bank Clerk's Athletic Association games, a two-mile handicap was contested, five started, Ross winning. No time was kept, the committee not seeming to understand their business very thoroughly.

CLUB DAWG.

MONTREAL, 15 November, 1882.

A Random Rambl.

ONE morning recently, at about half past eight o'clock I mounted "Old Spöks," having planed to go to N. Lancaster by the rout laid down in the American Bicycle, but, almost at first, taking a wrong turn, pusht on, desiding upon a "go as you pleas" trip. The rōd from Boston to Waltham is familiar, needing no explanation. Pasing thru W. and keeping the right hand rōd — one long hil — for about three mils. over mixt sand and good gravel, a turn was mād to left, and after a mil ov similar rōds, Weston Center reacht (13m.) From here thru Wayland (16.5) to S. Sudbury (19.25) by taking profit ov sid walks and foot-paths, and cow-paths, good speed was kept up, tho the rōds wer ruf. Between Weston and Wayland, I think, there is a sandy hil and short strech ov abominable sand, which patiens and musland a litl skil wil overcum. Turning by the riht into S. Sudbury folowd the main rōd, mostly hard gravel and good runing, with perhaps sum hard lōm along a swampy plās, to Sudbury Center (20.75). Thens to N. Sudbury (23.5) and along to Stowe Center (28.5), which was reacht at 11.50 A. M. — thre and a half hours. The impression which remains ov thēs last seven or eight mils is that they ar ruf, sandy, and wearisum to pull over — having to keep on a narrow strip, and poor at that, where an inch either sid would put one into deep sand or the dich. I found to my surpris that the buty ov the autum foliage had not hōly gon; one hil

crownd with briht garnet and set off below with a belt ov grēn is stil in my mind's eye.

Leaving Stowe and its sand a fin hard gravel rōd, with only one sandy hil, and a long winding desent (hat a hil for a recles "flyer"!) broht us (Old Spöks and me) to Rock Bottom (31). Recollections ov the way to Hudson ar dim, except that the approach was sandy — too, too sandy (34). Going thru the vilag, the last left hand turn was tākn, and a fin, level, gravel rōd caried us on a mil: but — after joy, misery. A Sharp turn to left showd a long hil, on which mercy was displayd towards our steed. Then ruf rōds thru woods (evidently off the main rōd) for perhaps a mil and a half, folowd by a hil a mil long (no joking), as we entered Marlboro (38). The natives had sed the rōds about Marlboro and Southboro wer good to go astray on. Indeed they ar: and the writer's gentl advis to eny wheelman about to prow around that region is to lay out the path wel, beforhand, or cary a reliabl map. So numerus and uncertain are they, that with the map before me, I can't tel which I took. However, the distanses ar about the sām eny way. To S Marlboro (39), Southboro Center (41). From here, by fair desending, then asending rōd, for a mil and a half to Fayville (42.5). Keeping the Worcester turnpik, ruf and hily, for a mil, but ridabl four mils, broht us to Framingham (46.5). Here is a chois between half a dozen ways. I enquird, and a rōd lik a floor, in comparison with sum ov the day's experiens, helpt us to see S. Framingham (48) in a few minits.

All this sins brekfast without rations. Thinking a glas ov milk would keep us going to Boston (69), five sents wer squanderd. At 3.45 took the usual rōd to Boston — exselent nearly all the way, and coud hav ridn in two hours esily, if, at Brighton, the five sents' worth ov milk had not ceast to recuperāt (or been purer). I did n't want to go eny more. But the siht in a baker's window tempted five more sents from my purs, and the jurney hens was mād puting alternatly my infant fog-horn and peeses ov gingerbread to my mouth. About 70 mils. Tim ten hours twenty minits. Runing tim les than ten hours, including perhaps an hour's walking. WHEEL-ER.

MEMS. — One drawback in wearing low-neck shoes is that if much walking in sand is done, they wil be fild with dirt, proving uncomfortable to the wearer, and neçesitating d — ning (darning) of the stocins.

Curius experiens: Starting one afternoon when the rōds were not muddy but a litl damp, the efect was to clog the wheel so that an hour longer was takn, than usual, to go to S. Framingham. On leev-ing there rain fel, and when the rōds were muddy it was actualy esier wheeling than before — which was as hard wurk as I ever did in pedaling. WHEEL-ER.

A BICYCLE Touring Club consul for Rhode Island, is soon to be appointed.

Cycling Mems.

SOME poet with more genius than wisdom has in an abstract moment called attention to the bliss of ignorance, but something must be rotten in the state when a wheelman is allowed to state, unchallenged,

THAT he understands that the Bicycle Touring Club has no rule which conflicts with that of the League, and that he thinks the Bicycle Union is on its last legs.

GREAT CÆSAR! what is this? Do not the board of representatives know that the Bicycle Touring Club has adopted the "Union" rule, and that the latter association never was more vigorous than at present?

SHALL we be compelled to put a civil service reform plank into our platform, and resort to competitive examinations to elect officers?

I SMILE in contemplation of the consternation of some of the elect, if they were to be examined. Who says left? I don't. I only think it would be rather chilly in certain quarters — just a little frigid, you know.

BROTHER HAWLEY has, if "Jack Easy" can be believed, been cudgeling his brain in the endeavor to fathom the momentous question of "Who is 'London W.?'"

BUT he need do so no longer, as the editor of a very enterprising (?) sheet has been so ungracious as to divulge the secret; and what makes the crime doubly black is that I had once or twice written for his paper as "London W.," and certainly supposed that he, of all others, would not betray confidence.

As a matter of fact I do not care particularly if my identity be known, as I never intend to write anything that I am ashamed of, and moreover, have taken care to criticise only those who I believed were in possession of the secret, which is now an open one.

I HAVE noticed in my experience with different machines that some were much more liable to give headers than others, and on looking about me, I noticed a great difference in the rake of bicycles, even of the same make.

I TOOK the opportunity the other day to make a few measurements of the machines which happened to be deposited in the wheel room of the Boston Club house, which I now give:—

52-inch Rudge, $1\frac{1}{4}$ inch rake.
 53-inch Harvard, $1\frac{3}{8}$ inch rake.
 50-inch Yale Lt. Roadster, $2\frac{1}{16}$ inch rake.
 54-inch Std. Col., 1 inch rake.
 56-inch Brit. Chal., 3 inch rake.
 52-inch Carver, $2\frac{1}{4}$ inch rake.
 54-inch American, $1\frac{1}{4}$ inch rake.
 52-inch Spl. Club, $2\frac{1}{2}$ inch rake.
 54-inch Std. Col., 2 inch rake.
 54-inch Yale Roadster, $1\frac{3}{8}$ inch rake.
 30-inch Harvard, 3 inch rake.

THERE is little doubt in my mind that a moderate amount of rake, — say about two inches — is a safeguard, and

ought not to be overlooked in choosing a mount.

ALTHOUGH, of course, the perpendicular tends to increase the ease of hill climbing, it also increases the danger of croppers in descending hills or striking obstructions.

IT was quite a noticeable fact that at the Providence Club dinner the other evening, more than half the members present sported on the lapels of their coats the shield badge of the B. T. C.

NOW if the League would turn itself into the special authority on racing matters, and let the B. T. C. attend to the matters of touring, would n't it be a good thing, and divide up the work, which, in this country, must be very great.

THE B. T. C. is not intending to antagonize the League, nor is it in any way opposed to it, but it is silently increasing in strength and will endeavor by judicious management to merit the support of wheelmen in this country.

IF the statement that one bicycle firm has done \$1,000,000 worth of business this year is true, there ought to be enough wheelmen to support well both the B. T. C. and the L. A. W.

"THE Guide to Bicycling" says that the Suffolk Club is now one of the most prosperous clubs in the world. It neglects to add, however, that it is no longer of *this* world, having faded away two or three years ago. LONDON W.

A Sensible Opinion.

AT the annual dinner of the Review Club (a social and civil organization) of Chelsea, Mass., at the Parker House, Boston, last Saturday evening, Mr. McClintock, the city engineer (not a bicyclist), responded for his department as follows, Henry Cabot Lodge, Congressmen Morse and Lovering, and a larger number of prominent citizens and members of the city government being present:—

Mr. President:—I am firmly impressed with the idea that if we had no written history of the past except a thorough description of all the roads ever built, it would be possible to write of the social condition and state of civilization by these descriptions alone. How easy it would be to follow the conquests of Rome by the magnificent roads built, connecting each conquered country with the centre of civilization of the world; roads that have stood the destroying influence of time for fifteen centuries without entirely succumbing. How easy to tell of the unsettled state of the middle and dark ages, when war, with religious persecution, held the population of the world almost at a standstill for two and a half centuries. How easy to trace the increased leisure and desire for travel, by the gradual development of wheeled vehicles; from the lumbering cart to the luxurious, velvet-lined and delicately balanced carriages of to-day; from the old post route, with its single coach a day, to the steam railroad carrying its millions

of passengers in a year; from the rough, unfinished, uncared for highways to the smooth riding iron roads; from the time when to travel a hundred miles often meant exposure, and even danger, to the time when a man can sup at home, and at break of day be five hundred miles away.

If good roads follow in the path of *civilization*, then the *inverse* of this must be true, and *civilization* must be advanced by *improved roads*. This being true, the honor belongs to the present era of introducing a new factor of civilization; a something that must raise the standard of the present generation to a height undreamed of before. This little instrument will be to our roads what the lactometer is to milk, the hydrometer to spirits; it will detect the adulterated article by the simple application, and being in the hands of hordes of self-constituted experimenters, will bring such a vast amount of criticism to bear, that those in power cannot resist, but will immediately seek to attain perfection in the roads under their care.

Mr. President: if asked what this wonderful little instrument is, that is expected to work such wonders, I will refer to any member of the Chelsea Bicycle Club.

ADVICE TO BICYCLISTS.—Wynter Blyth, medical officer of health for Marylebone, London, writes in the *Sanitary Record*: "I have studied the diets recorded as in use, and find that those who have done long journeys successfully have used that class of diet which science has shown most suitable for muscular exertion, viz., one of a highly nitrogenized character, plenty of meat, eggs, and milk, with bread, but not much butter, and no alcohol. I have cycled for over fifty miles, taking frequent draughts of beer, and in these circumstances, although there has been no alcoholic effect, it has caused great physical depression. The experience of others is the same. However much it may stimulate for a little while, a period of well marked depression follows. I attribute this in part to the salts of potash which some beers contain, in part to injurious bitters, and in part to the alcohol. My own experience as to the best drink when on the road is most decidedly in favor of tea. Tea appears to rouse both the nervous and muscular system, with, so far as I can discover, no after depressing effect."

"VANITY FAIR" says: "The chairman of the Faure Accumulator Company has been experimenting at Brighton in using electricity as a motor for tricycles, and with considerable success, the only drawback being the weight of the accumulator. This inordinate weight at present seems inseparable from the storage of electricity, owing to the lead plates employed. Get rid of this lead and find a suitable substitute, and there would seem to be scarcely any limit to the employment of electricity as a propellant for trains, omnibuses, cabs, boats, and tricycles."

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consults, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

A Protest.

W. H. MILLER, ESQ., President L. A. W.:

Dear Sir, — At the regular monthly meeting of the Montreal Bicycle Club, held on Thursday evening, 9 November, it was unanimously resolved that "We strongly protest against abolishing the rule governing the eligibility of wheelmen to membership in the L. A. W.; and that a copy of this protest be sent to the *BICYCLING WORLD* and *Wheel*." Yours fraternally,

J. D. MILLER,

Hon. Secretary M. B. Club.

MONTREAL, 11 November, 1882.

Acceptance.

Mr. W. H. MILLER, President L. A. W.:

Dear Sir, — I have pleasure in accepting appointment as member of the racing board, and will serve to the best of my ability under the advice and direction of such authorities on the subject as we have in Chicago. Very truly,

BURLEY B. AYERS.

A Bicycle Excursion from the Genesee to the Rio Grande.

OVER a year ago the Hon. T. C. Henry, President of the Kansas State Fair Association, and the writer planned to exhibit expert bicycling at the annual fair held at Topeka, beginning 11 September. From the Rochester (N. Y.) Bicycle Club (of which I am proud to be an honorary member) I selected F. B. Graves, Will R. Barnum, W. A. Curtis, C. A. Smith, and R. A. Punnett.

We availed ourselves of the cordial invitation extended by the Buffalo Bicycle Club to be present at their second annual tournament. At the delightful banquet they so lavishly spread for seventy-five wheelmen, the invited guests had the satisfaction of expressing in glowing terms the pleasure that had been afforded the visiting wheelmen, and our party succeeded in capturing seven of the fourteen prizes the bicycle club had so liberally offered. Having apprised some of my League friends in Chicago of our contemplated trip, we received invitations especially urgent from Dr. Pruyne, president, and B. B. Ayres, secretary of

the Chicago Bicycle Club, to spend a day in visiting the great Metropolis of the West. Since the L. A. W. Meet in June, the boulevards have been greatly improved, and also the parks, which afforded us the best of wheeling, and were then charming with exquisite flowers. In the afternoon we enjoyed a ride of forty miles, by my Excelsior cyclometre, exceeding an average rate of ten miles per hour, through Humboldt, Douglass, and Garfield Parks, which furnished incidents so delightful that they are often recalled as among the most charming of our trip. In the evening Messrs. Curtis, Punnett, and Smith entertained a large audience in the corridor of the Grand Pacific Hotel with such fancy and trick riding as space would allow. On our return we were heartily glad to again take our Chicago friends by the hands and learn of the combination of the different clubs called the "C. L. A. W.," and which it is expected will greatly increase their influence and power.

Topeka was reached Sunday noon, where we found pleasant apartments had been engaged for us, and we were ready to report Monday morning.

Eastern people who attend county and even State fairs know nothing of the enthusiasm that is worked into a Western fair. A special effort was made this year. In spite of the unpropitious weather the fair was unusually successful, the gate receipts being over \$14,000, and the attendance 60,000 in one day. The forty gales blew the dust into every conceivable place. One day we were favored by one of those hot blasts that must be experienced to be realized; thermometer one hundred and ten degrees in the shade, and one hundred and fifty degrees in the sun. Each day of the fair week we gave exhibitions of drill, single and double fancy and trick riding.

The bicycle exhibition so pleased the officers of the association and Mr. White, the genial passenger agent of the Santa Fe Railroad, that in addition to our entire expenses being paid from home, back and during the fair, they granted us complimentary papers from Topeka to Albuquerque, New Mexico, and back to Kansas City; also from Lama to Santa Fe, from Las Vegas to Hot Springs, and from La Junta to Pueblo and back. Messrs. Barnum and Curtis returned home at the close of the fair. The rest of us boarded the first cannon-ball train, with our wheels, on the Sunday noon following our arrival at Topeka, and from that point we began to devour the cream of our expedition. At Dodge City we saw my old friend, Geo. Potter, the drum-major of the Cow Boys Band that performed at the fair. Herding, drinking, and gambling, is the chief business of the place. When the prohibition laws were passed in Kansas, the saloon keepers of Dodge City raised \$2,000 for the benefit of the widow and orphans of the first man that informed on

them. This road follows very nearly the old Santa Fe trail, and I had pointed out to me Pawnee Rock and other points made interesting as localities where many a poor fellow going overland seeking the gold fields came to an untimely end. The approach to the Rocky Mountains from the Missouri River is so ascending, though by easy grades, that when we reached the base of the range (6,000 feet above the sea) the height seemed less than we anticipated, our impressions of mountain heights having been formed from the Alps, whose base is nearer the level of the sea. The next morning found us enjoying the beautiful scenery of the Raton Pass, and as we emerged into the mountain the splendid locomotives, with eight drivers three and a half feet in diameter, mounted the steepest grades with apparent ease. The necessity for extra wraps reminded us of the height we were attaining, and the rarified air prepared us for the delicious breakfast at Raton Station. We learned that all the eating houses on this road are under the supervision of one man, who is made responsible to such an extent that this road is noted for its unusually fine refreshments. Many passengers declared these dining rooms superior to those of the Union Pacific Railroad; so, my friends, you know which route to take.

We went from Las Vegas to the Hot Springs (six miles distant) on our own conveyances, much to the surprise of the staring natives, composed of Spanish Indians and Americans. We passed what is supposed to be the oldest house on the continent, and that a "doby." This was the first ride we had taken at an elevation of 6,000 feet. We had so much difficulty in propelling our bicycles that we fancied they needed repairs; but oiling made no impression, and we discovered the poor wheels were not to blame, but only that the rarified air was affecting us. The Hot Springs are now the property of the Santa Fe Railroad, and they have erected the splendid Montezuma, which has been justly pronounced the finest place of entertainment in the whole southwest. In the afternoon we entertained the guests for half an hour. At Las Vegas we were pleased to meet Mr. H. Goodale, the solitary wheelman of the place.

Reached Lama Junction, and changing cars we began to ascend a very steep grade. The sun had just set behind the Sardis (water melon) range of mountains, and when our train stopped we were a mile distant from Santa Fe, one of the oldest cities on the continent. Some nice looking Spanish girls at the station wanted to know what our "bikes" were for. Many supposed we were connected with Yankee Robinson's circus, which was expected next day. An Indian boy volunteered to be our escort; being a good runner, he kept the lead till we reached the court of the Palace Hotel. Our arrival was soon noised through the city, and we complied with the request to

give an exhibition the next morning, when we seemed to hold spell-bound an audience of several hundred assembled in the court yard of the United States barracks. A ride around the city, visiting the shops and seeing the principal objects of interest, was truly interesting to one so unaccustomed to such antiquated houses, so unlike anything American; but the Yankees are so Yankeeifying the place with their national banks, etc., as to largely destroy its original attractiveness. Our arrival at Albuquerque (our greatest distance from home) had been anticipated by telegrams through those interested in a fair at that place. We were received by a committee, headed by Col. Bell, a well known citizen. The following morning he escorted us to the fair grounds, where the anxious multitudes were waiting for our exhibition, already announced in the morning paper. We were astonished at seeing the productions of this country, that seems so very barren to the superficial observer. Through irrigation the soil is made wonderfully fruitful. A visit to the home of the Jesuit Fathers will long be remembered with pleasure, and how they supplied us with delicious peaches, grapes, and wines; the old and new cities of Albuquerque are separate, the new having an existence of only two years, and yet can boast of a population of 6,000. The prices of lots have risen almost to Broadway scales. The height of our ambition to carry our bicycles to a point where they had not been introduced was here realized. We were received with great cordiality, entertained handsomely, and on our departure were kindly informed we had no bills to pay, as they had been settled by the Fair Association. A ride of twenty-four hours found us at La Junta, and we reached Pueblo at 7 A. M., 24 September, and two hours later we were at Colorado Springs. Punnett and Smith went on to Denver, while Graves and I took advantage of an excursion train back to Pueblo and on to the Royal Gorge, known throughout the world as the great cañon of the Arkansas River.

On the following morning our riding on the splendid streets of Colorado Spa was soon stopped by a policeman, who said there was an ordinance against riding those "things" in the streets. Hardly believing him, I interviewed the mayor. He confirmed the policeman's statement, and granted us no privileges; but to this we could not become reconciled, as the United States Courts had decided that the bicycle was a vehicle, and as such entitled to go on any public highway. Harry Newman, formerly of Boston, was riding my wheel only a few minutes later, when he was arrested by City Marshal Beall, and instructed to appear before Justice Rixley, in the morning, for a hearing, the result of which I have not yet learned. The next day we did not trouble the authorities, but mounted horses and started with a guide ("Martin Bird") for the top of

Pike's Peak, and on 26 September my ambition to stand on its summit was realized, and I will ever have photographed on my memory the extended views from that elevation of 14,145 feet. My powers of endurance were severely taxed by the twelve hours ascent and return to Colorado Springs.

I am glad of this experience, although I do not care to repeat it, any more than I would my journey over the desert of Sinai. On reaching Denver we found our comrades exhibiting at the Exposition. We were all advertised, one day, by riding through the streets of Denver, on our wheels, preceded by a brass band and headed by a number of Indians, in their fantastic dresses mounted on horses. This was our last appearance before starting, for home. I wish to say, for the benefit of any future bicycle excursionists, that by arranging with the passenger agents of all the roads we patronized we were granted free passes for our wheels from Canandaigua, N. Y., to Albuquerque, New Mexico, and back; these free passes made an exceedingly agreeable arrangement, which bicyclers especially could appreciate. Hoping my brother wheelmen may some time enjoy a similar journey of 5,000 miles, free of railroad charges, I close with tendering the thanks of our party to the president and directors of the Kansas Agricultural Society, and to Mr. W. F. White, general passenger agent of the Atchison, Topeka and Santa Fe Railroad, for courtesies rendered.

A. G. COLEMAN.

CANANDAIGUA, N. Y.

CURRENT CALAMO

WASHINGTON! Far as the train goes.

MR. E. C. HODGES is not a B. T. C. consul for Massachusetts, as has been erroneously stated.

THE Olympian Club, in the Mechanics' Fair Building, are projecting an interesting bicycling exhibition at an early date.

THE first fall race meeting of the Kentucky Bicycle Club of Louisville will be held to-morrow in the Exposition building.

A CHANGE has been made in the membership of the New York Board of Park Commissioners, — and let us hope it is for the better.

THERE is to be a great bicycle tournament in the Institute Fair building, Thanksgiving evening, for both amateurs and professionals.

THE new heading of the *B. T. C. Gazette* improves the cover of that well edited and valuable record of the Touring Club's life and proceedings.

IT is reported that our Australian exchange, *The Bicycle*, and another wheel paper in that section have united, and will henceforth be issued as a weekly.

THE Boston Ramblers will have a "hare and hounds" run Thanksgiving Day, starting from headquarters at nine

o'clock, A. M., and going in the direction of the Newtons.

THE Cincinnati Bicycle Club opened a winter headquarters and riding school in the Exposition building, last Saturday evening, giving an exhibition of trick and fancy riding and club drill.

POSTMASTER RINGER of Washington, D. C., wants the government to furnish his department with eight tricycles, with which he says he could collect from every box in the district every hour or two.

AT the Chicago Bicycle Club's "house warming," 10th inst., they had a most frightful and cannibalistic menu, and at the accompanying dance the music and figures were as strange as they were new.

SOME English snobs in the Bicycle Union are trying to restore the eliminated clause in the Union's rules defining an amateur, which excluded mechanics, as such, from this honorable distinction.

THE Cunningham Company have just shipped to New York a 44-inch Yale, with copper-plated back bone and forks. The effect is quite rich, but we fancy it will look like antique bronze after a few days.

IN a recent municipal election in the town of Cheltenham, England, a placard with the following was displayed: "VOTE for KITE, The Tricyclist; and no more lumpy roads." The *Cyclist* reports that the gentleman was elected.

ABOUT two hundred and fifty cycles are in use by the English government in the police and postal departments, although the number has been erroneously stated at a very much higher figure — up among the thousands, in fact.

THE Boston's musicale last Thursday was a great success in every way, and the talent the best in the city. This club will probably keep open house on New Year's day. Those who were present last year will remember what an enjoyable affair it was.

WE think our New York correspondent must be misinformed respecting the condition of affairs in the Kings County Wheelmen's Club. We hardly believe that their supposed dissensions are so serious as to endanger the integrity of the organization.

THE Washington bicycle pageant, next Wednesday, promises to eclipse any meet of the kind yet held in this country, in importance and brilliancy at least, if not in numbers, although many are sanguine that it will not fall behind its predecessors, even in this last respect.

BICYCLERS, at the coming municipal elections in your respective towns and cities, other things being equal in respect to candidates, vote for men who are in favor of a liberal policy in regard to highways. Oppose all who will grudge the expenditure of money to improve your roads.

MESSRS. WALES WYNTON and E. W. BULKE, of Athens, Ga., recently made a day's fifty miles run in that section.

The fact may not seem worth recording in the light of performances about here; but for that part of the country it is more than creditable, and evinces the fascination of wheeling, even under difficulties.

ON 25 and 26 September last, in France, Messrs. Hart and Allen accomplished the longest distance yet made on a Sociable in twenty-four hours. These gentlemen rode one hundred and thirty-nine and a quarter miles in twenty-one hours and forty-five minutes. Average rate six and two-fifths miles per hour. The best previous record is one hundred and twenty miles by Mr. and Mrs. Hawkins.

NOTWITHSTANDING the discussion about track measurements, and the recent action of the League of American Wheelmen establishing a standard, it would appear, according to the *Bicycling Times*, that they are as unsettled about the matter across the ocean, as we have been in this country, and that really they have no standard there, and that they differ, according to the form and size of the track.

THAT enthusiastic wheelman, Rev. S. H. Day, of South Abington, Mass., was lately favored with a large and liberal surprise party of his parishioners. Among the useful articles, he found a new bicycle saddle. He immediately lost his interest in the barrels of flour, apples, etc., etc., and fastening the saddle on the spring, tried it the same night. Mr. Day thinks few donation parties have shown as good sense as this one.

Two tricyclists, W. Bourdon and H. Martin, both of Bromley, England, left that town 23 September, on a double tricycle, and rode to Land's End, arriving 4 October, covering three hundred and sixty-five miles. Returning, at Penzance Mr. Martin's business necessitated his returning home by rail, and Mr. J. Snow also of Bromley, took his place on the Sociable, and he and Mr. Bourdon completed the return journey, arriving the 14th, the whole route covering seven hundred and nineteen miles, being the longest "sociable" ride on record.

THE Pope Manufacturing Company, during the past season, offered prizes of bicycles for the best written and most favorably published articles on bicycling, and the committee of judges, consisting of Mayor Green of Boston, Luther T. Townsend, and Charles E. Pratt, have

awarded as follows: First prize, Rev. S. L. Gracey, of the Bellingham M. E. Church, Chelsea, Mass.; second prize, Rev. M. D. Buell, M. E. Church, Hartford Conn.; third prize, Rev. H. R. Titus, of Newton, Mass.; fourth prize, Rev. N. A. Gilman, Unitarian Church, Cambridge, Mass. In addition to the wheels, they received \$100, \$50, \$25, and \$10 in cash each respectively.

THE Boston *Courier* says: — The president of the Women's Social Science Association of California, one object of which is the physical development of women and girls, has become greatly interested in the use of tricycles as a means of promoting health and strength, and is negotiating for the purchase of one for her own use. She expects good physical results from their daily use by the members of the association.

GRAND Bicycle Race Meeting,

— ON —

THANKSGIVING DAY,

— AT THE —

Institute Fair Building, -- Huntington Avenue,
BOSTON,

Under the auspices of the Institute Management.

Doors open at 6 30 P. M.

First Event called at 8.00 P. M.

EVENTS.

Two-mile Race, for Amateurs, best 2 in 3. First Prize, Silver Pitcher; Second Prize, Silver Cup. Entries to be made on or before Tuesday, Nov. 28, to the Editor of the BICYCLING WORLD.

Fancy Riding for a Silver Cup. Open to all comers.

The great race between John S. Prince, Professional Champion of America, and Lewis T. Frye, 10-mile Amateur Champion, the latter to have 20 seconds start in 10 miles. Prize, \$100 Cup.

Horse cars will run from Scullay Square during the evening.

WASHINGTON, D. C.

Wednesday, Nov. 29, 1882,

Bicycle Meet and Tournament,

FOR THE BENEFIT OF THE

GARFIELD MONUMENT FUND,

Under the Management of the Capital Bicycle Club.

[Under the Rules of the L. A. W.]

The following is the Programme:—

1. A parade, starting at 10.30 A. M., from the East Front of the Capitol, over more or less of the fifty miles of concrete pavement, and a review by the President of the United States.

2. A series of races on a specially prepared track in the White House grounds as follows: Five-Mile Handicap; Mile Scratch Race for novices who have never won a prize; One-Mile Handicap; Half-Mile Scratch; Two-Mile Handicap.

3. Competitive drills, open to club squads of not less than eight men, for which individual prizes, in addition to a handsome club prize, will be given.

4. Fancy riding.

5. A tournament on the wheel—the first ever attempted.

A sufficient appropriation has been made to procure exceptionally handsome and valuable prizes in all of these events. In addition to which the Pope Mfg. Co. and the H. B. Smith Machine Co. have presented respectively a full nickelled Expert and an American Star Bicycle as prizes in the races.

Quarters in hotels either for clubs or individuals will be secured in advance by a Committee of the Capital Bicycle Club, and storage for wheels will be provided in one of the Government buildings.

The Pennsylvania and Baltimore and Ohio railroads will furnish free transportation for wheels, and have materially reduced their rates of fare. Other lines are expected to do the same.

Music will be furnished by the celebrated Marine Band.

The Banquet will be held at the Arlington Hotel, at 8 P. M., and tickets therefor will be \$1.75 each. Wheelmen desiring to attend this are requested to forward their names at once.

Entries close Saturday, Nov. 25, 1882, for all the events, and each entry must be accompanied by a fee of one dollar, which will be returned to actual participants.

Address all entries and other communications to

S. PRESTON MOSES, JR.,

Secretary Capital Bicycle Club.

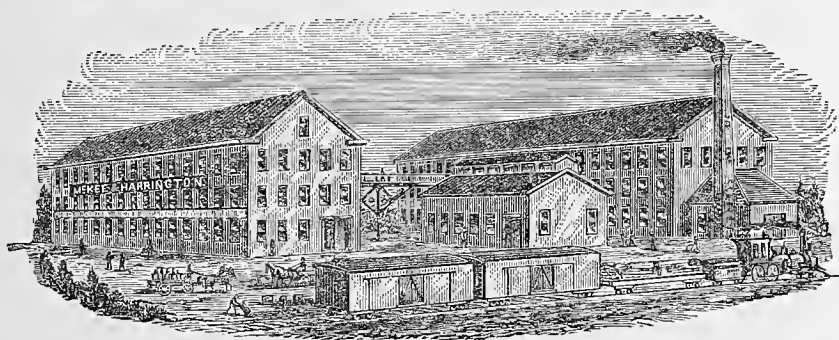
Room 33 Le Droit Building, Washington, D. C.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE, AT A BARGAIN.—A 56-inch Extraordinary Challenge, balls to both wheels and to cranks, fluted forks and elliptical backbone, all latest improvements, weight only fifty-three pounds, ready to ride, partly nickelled, and painted black and gold, shows no wear. Address W. V. B., 488 Columbus avenue, Boston.

FOR SALE, TRICYCLE.—A 48-inch Coventry Rotary, central geared, balls to all wheels, crank, shaft and pedals, adjustable handles, and all improvements, perfectly new; sold only because owner wants a Sociable; either of the above machines may be seen by appointment. Address W. V. B., 488 Columbus avenue, Boston.



THE UNION BICYCLE.

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$90.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

BICYCLE REPAIRING, NICKEL PLATING AND PAINTING.

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28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, \$1.25 per pound.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished. Repairs of Fine Jewelry receive careful attention. Bicycle Medals of finest workmanship. Correspondence solicited.

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329 CLINTON ST., BROOKLYN, L. I.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

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Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above. \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

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CHARLES R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles, Sundries,

PARTS, STAMPINGS, FORGINGS, ETC., ETC.

1291 Washington Street - - - BOSTON, U. S. A.

NEW BICYCLES IN STOCK.

"D. H. F. P."—48s, 50s, 52s, with balls to both wheels and full nickelled, from \$150 to \$157.50. "D. H. F. P."—50s, 52s, parallel bearings, all bright, from \$122.50 to \$125.00. "Royals."—48s, 50s, 52s, 54s, full nickelled and balls to both wheels, from \$140 to \$147.50. "Royals."—48s, 50s, 52s, 54s, all bright, and balls to both wheels from \$120 to \$127.50. "S. H. F. P."—48s, 54s, all bright, balls to both wheels, from \$120 to \$127.50. "Clubs."—52s, 54s, 50s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$120 to \$130. "Gentleman's Club."—52s, 54s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$110 to \$112.50. "Coventry Perfection."—48s, 50s, 52s, all bright, ball to front wheel only, from \$75 to \$90. "Advance."—48s, 50s, 52s, all bright and nickelled, balls to front wheel only from \$85 to \$120. For list of new machines enclose stamp.

New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

No letters answered unless stamp enclosed.

SECOND-HAND BICYCLES AND TRICYCLES.

Bicycles.

* 1 48 in. "Duplex Excelsior," full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. 50 in "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and burnished, rubber handles, \$90. 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1/2 nickelled and 1/2 bright, cone bearing, bell, etc., \$65. 1 54 in. "Old Style Premier," 1/2 painted and 1/2 bright cone bearings, \$45. * 54 in. "Gents Club" double ball bearings, 1/2 nickelled and 1/2 painted, \$75.

Tricycles.

* 1 55 in. hollow felloe "Excelsior Tricycle," double ball bearings, full nickelled, spokes japanned, Hancock tyres to driving wheel, \$150. † 1 50 in. "Quarto Salvo," painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. † 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

‡ In first-class order; shows only wear on tyre.

This list will be changed from time to time. No printed lists or circulars of second-hand machines.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

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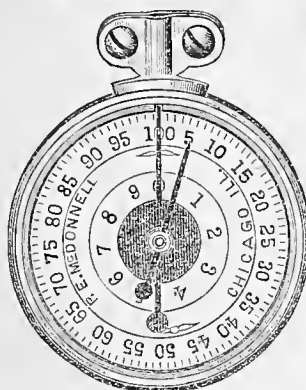
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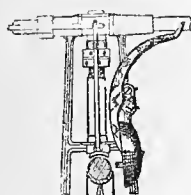
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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 1 DECEMBER, 1882.

WOMEN AND TRICYCLING.

THE young ladies of to-day are being constantly reminded of the physical superiority of their grandmothers, and one would be led to think the present must be a puny race of women. It is, however, the opinion of many that these remarks are without foundation; and it is a fact that there has been of late years a vast improvement in the physique of American women. In place of sallow complexions and narrow chests, we see fine, ruddy cheeks, and well-developed bodies. The causes which have tended towards these improvements are to a large extent better food and cooking than formerly, more attention to securing health and comfort in the clothing worn, and a

larger amount of congenial exercise. The American people have as a whole shown an increasing interest in athletic sports, and many out-door games which women can indulge in and enjoy have sprung into popular favor. Lawn tennis and archery have found many devotees among the gentler sex, and their popularity is due largely to the fact that they are not confined to their sex alone. "Equality of the sexes" from various standpoints has been discussed ably, pro and con, and with all degrees of liberality; but on no question has there been more accord than on that of exercise.

Much might be written of the benefits likely to accrue to future generations from this sure increase in the health of our women through participation in sports hitherto monopolized by our sex. It is sufficient in this connection to say that the immediate physical benefits and happiness obtained thereby are very considerable, and the ulterior results cannot but be beneficial also. One of the greatest drawbacks to the success of bicycling has been that it savors largely of selfishness, inasmuch as men alone can indulge in its benefits and pleasures. Many have been prevented from the use of the bicycle because of this drawback, and not a few ladies have denounced it in unmeasured terms for the same reason.

Thanks, however, to the ingenuity and perseverance of our English cousins, spurred on by the enormous proportions which bicycling has assumed, this objection may no longer obtain, and we are enabled to indulge in "wheeling" with feelings of complete serenity; for we can now take an outing with a fair companion by our side, provided she be willing. The tricycle has by real worth won its way to the heart of the public, and either in single or double form can be used with pleasure and profit by either or both sexes. For the obtaining of converts the "sociable" or double tricycle is, doubtless, preferable, as many ladies will be found ready to experiment with anything useful or novel if encouraged and helped by those in whom they have confidence. It is an admitted fact that few that have really tested tricycling, and become familiar with it, have ever abandoned it, if time and means permitted its continuance. The tricycle is destined to a permanent and prosperous future, and we look forward to the day, not far distant, when we shall number among the tricyclers of America many of our married

friends and lady acquaintances. It will be our object to discuss from time to time the various makes of tricycles and give impartial opinions in regard to them. We feel the importance of this tricyclical movement, and advise every one who has a sister, sweetheart, wife, or mother, to give this subject earnest study, and consider whether money spent to obtain a tricycle will not prove a profitable investment through the increased health and social enjoyment accruing therefrom. We think it will amply repay him even if he is obliged to take the initiatory steps to educate the public, and accustom it to the sight of a lady using those powers with which nature has endowed her.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

To Secretaries of Clubs.

We have sent a blank to the secretary of every club of which we have record in this office, asking for statistics to be used in the special number which we shall publish about 1 January. We do not know that we have been able to reach all the clubs in the country, and if this should meet the eye of any club secretary who has not been favored with a blank, he will oblige us by forwarding to us on a postal card the following statistics: Name of Club; City and State; Date of organization; Captain; Secretary's address; Present number of members. We have no record of Clubs in the States of Delaware, Georgia, Florida, Mississippi, Arkansas, Oregon, Alabama or Nevada. We wish to hear from the territories also.

MILLVILLE BI. CLUB. — At a meeting of amateur wheelmen of Millville, N. J., 20 November, a club was formed under the above title, with fourteen members and the following organization: — President, Herschel Mulford; vice president, John S. Hand; secretary and treasurer, John N. Reeve; captain, Thomas B. Somers; vice captain, Lewis Howell; bugler, John Henry Ottinger; color bearer, Clinton Hand. Color, dark blue with gilt letters, "M. B. C."

JOHN N. REEVE, *Sect. and Treas.*

MILLVILLE, N. J., 24 November, 1882.

LONG ISLAND WHEELMEN. — 23 November, a new bicycle club was formed in Brooklyn, N. Y., and the name of "Long Island Wheelmen" given to the organization. The following were elected officers: President, F. J. Drake; captain, H. H. Stutts; sub-captain, S. E. Buchanan; secretary and treasurer, S. W. Baldwin. P. O. Box, 2,125 New York City.

RACES

THE two-mile bicycle race in connection with the New York Seventh Regiment games 25 November, was won by J. N. Stearns, Jr., in 6m. 41s.; C. F. Thomas second.

AMONG other Thanksgiving Day events announced, was a bicycle race by the League of Chicago Wheelmen, to take

place in the Exposition building in that city. The race to be a one-mile championship, in heats, for the Haskins medal, value \$25. To-morrow, 2 December, the championship contest of the Chicago Bicycle Club will be held.

PRINCE's race with Morgan is now arranged to take place at the Institute Fair Building, 9 December. The race will be for twenty miles, and Prince will allow his opponent two minutes' start. The stakes are announced as \$250 a side.

In our next issue we shall give a full account of the Washington parade and race, and also a full report of the great race between Frye and Prince, as well as other Thanksgiving Day events.

PRINCE informs us that he expects John Keen this week in Boston, and that he is likely to arrive any day, when arrangements will at once be made for the great race between the international champions.

MUCH interest is manifested by Chicago wheelmen in their championship races. The new track will be measured three feet from the pole, which will shorten the course of last year, and they hope to cut the time under three minutes before spring.

MR. J. S. DEAN desires us to state that he is not a member of the L. A. W. racing board, having sent in his resignation several weeks since to President Miller.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The 'Xtraordinary.

Editor Bicycling World:—I have been much interested in Mr. Wilcox's articles, which have appeared lately in your columns, on safety bicycles. He has made an especial study of his own machine, the Facile, but evidently does not quite understand the mechanics of the 'Xtra. As I have been for some months a rider of a 50-inch 'Xtra, and have made something of a study of its operation, I wish to call the attention of your readers to some facts concerning it. Mr. W. asserts too much for the 'Xtra, when he says that it "does apply (more or less) propelling power during more than half the revolution of the crank." If this were true there would not only be no dead point, but there would be a time when power could be applied simultaneously to both cranks. Such is not the case.

The course of the pedals of the 'Xtra is egg-shaped, the small end of the ovate being at the top. With a five-inch crank, the foot travels about thirty-five and nine-sixteenth inches each revolution, the longest diameter of the course being about fourteen and one-eighth

inches, and the longest cross diameter about eight and one-fourth inches. For each mile travelled by the wheel, the foot travels about 1195.37 feet, or about eleven per cent more than the ordinary machine with the same length of crank; or to state it differently, for each mile traveled by the foot the wheel travels 4417 miles. Increased motion of the foot, in the direction of the thrust, is evidence of an increase of power; and hence I think the "levers" are rightly so called. The long diameter of the foot's course is not perpendicular, but considerably forward, and it is this forward thrust which causes the greater exertion required of the hands in steering. About thirteen and three-fourth inches, or forty per cent of each foot's travel is in a direction available for the application of power. Mr. Sturmey in the "Indispensable" says that he "can mount hills quite as easily with it as with the ordinary bicycle," and my own experience in company with riders of ordinary machines confirms this, showing that the advantage of the leverage is a sufficient offset to the disadvantage of the position of the saddle; but I find that on a level course where no great power is needed, it is harder to keep up, owing to the greater leg motion required. I wish we could have some one's unbiased expression of opinion, based on actual experience, as to what safety machine is the fastest with an equal amount of power, and which is the most powerful at hills. The *Cyclist*, date of 6 September, 1882, in one of its "Answers to Correspondents," says: "if you wish for pace, go for the 'Xtra; if ease of propulsion and moderate speed, a Facile;" but I suspect that the editor wrote more from fancy than knowledge.

The "Dutton" is a machine which has interested me, although I have never seen one. I wish some one would tell us about that.

STEPHEN TERRY.

HARTFORD, CONN., 20 November, 1882.

Rods to Andover and Topsfield.

Editor Bicycling World:—Andover and Topsfield were visited on the wheel about three weeks ago; a brief description of the ways there and back may be interesting. The rods to Andover were the same which were taken in the description sent some months ago with the exception that Medford was reached by going to Harvard Sq., then taking North Av. Cottage, Elm, Harvard, and Main (?) Sts. After Medford the rods were in about the same condition as then—somewhat less dusty—tho the tin was better by two hours. Distances perhaps 24 or 25 miles. Returning, I took the turnpike as far as Stoneham as an experiment. The first mile or two was, in my memory, dry loam and sand, level and fair. Then came hills abounding in sand and stones, and sandy rods for, say, two miles. Notwithstanding all this wretched wheeling, it seemed preferable to the way around N. Reading: the return was made in a half hour less than was taken in going,

and included eight miles in the dark. I haven't much doubt that three hours would be enough to allow for a run from Andover to Boston without special exertion.

TOPSFIELD

Beacon, Brighton Av., Brookline Br., Chestnut, Magazine, Prospect, Washington, and Cambridge to the Malden bridge. So far (about 6m.) rutted roads, especially in Somerville, and about a mile or pavement—including the bridge to Everett. Now we are on the Newburyport turnpike. Strait over the hill and down, then there is as smooth running (hard gravel) as one could wish over level and moderately undulating roads as far as Lynnfield P. O. (or Hotel), about 16 miles. If you are lazy stop here, for the rest of the way is for the working class. Hills, big, bigger, and the last two, biggest, follow each other so closely that their feet touch. All the wheelman can do is walk one side and coast the other. But he is on his and consequently slightly places, and as he rests can enjoy the autumn glory of the wood and fields. As the road is as strait as a rule what appears to be the next hill of us seems as steep as the Mt. Washington road, but when the ascent is begun three hills are found instead of one—two short ones and a stiff one to walk your steed up. Being advised to return another way, I took the first left hand road, half way up the first hill on the turnpike, south of Topsfield, to Danvers. The roads were in a poor condition for a couple of miles, and on the whole not much better than the turnpike, but less hilly, and undoubtedly it is an easier way. From Danvers, and west of Peabody, thru E. Saugus, Cliftondale, to Malden. The roads near Lynn, and thru E. Saugus, and Malden were exceptionally good, hard, and smooth. From Malden back over the bridge, and returned as at the station. Distances, going about 25 miles, returning perhaps 3 more.

WHEEL-ER.

BOSTON, 15 November, 1882.

Badgerdom Wheels.

Editor Bicycling World:—Matters bicyclic in this corner of Badgerdom are not as booming as they might be, were it not for the execrable roads of both city and country. It is the wonder of visiting wheelmen that we have any wheels here, much more that we have a club. As it is, six wheels daily plough through the mud, sand and sawdust, hereabouts, and we think we see in the far away springtime the vision of several other riders. The roads are so bad now, however, that they are next to impassible, and club runs are not frequent. An occasional run is taken on the sidewalks, on which we can often go miles without a dismount. Were it not for the walks we should at times be well nigh desperate.

The Pioneer Club mourns the loss of two members: Ben. C. Hoag, who has sold his wheel and gone east; and Gus. C. Fromm, their first lieutenant, who has

crossed the dark river never to return. All club machines wear crape for thirty days in honor of his memory.

We have a new rider. He hails from just across the raging Menominee, in the land of the Wolverines, and the future State of Superior. He is a thorough athlete; took the prize Indian clubs at Ann Arbor, three years ago, and has been in constant practice with horizontal bar, dumb bells and clubs ever since. He has learned to ride very rapidly, and when he gets his machine well in hand, will make a "stayer" on the road that our best club men may well fear. His machine, however, a single fork Premier, has been terribly abused in learning, and presents the spectacle of bent handle bars, a bent fork, one broken spoke and a buckled little wheel. On the track, with a good mount, we shall expect big work from him in the future.

ENE GUE.

MARINETTE, WIS., 21 November, 1882.

Cheap Bicycles.

Editor Bicycling World:—Enclosed you will find \$2.00 for which please continue my copy of the BICYCLING WORLD for one year. When I ordered it for six months, I intended to discontinue it when the time was up. I expected by then to be sufficiently posted in cycling matters, for all the purposes for which I wanted a bicycle, viz., for exercise and pastoral calls in the country. But I have become interested in your independent course, and want to stand by and see you through. I am anxious to see bicycles cheap enough so that even "Patsy O'Rafferty and Hans Schneider" may secure mounts. It made me smile all over to read in a communication in the *Wheelman*, that in order to obtain "a selection of the fittest," and "recruit the ranks of wheelmen from our best types of manhood," a tax of from \$25 to \$75 was necessary. Now, that these "fittest" men financially selected "from among our best types of manhood," have established the bicycle as a recognized carriage, and that the public are satisfied that there is nothing inherently wicked or dangerous in either bicycle or rider, as such, would it not be in order for the "publican" who so carefully collected the aforesaid tax to follow the example of little Zacheus. We suggest, that if this be the object of the tax, viz., to give caste and tone to the fraternity, that they have already paid as much for the whistle as it is worth; and that further exactions are not in keeping with men who belong to the best types of manhood, etc.

"Patsy O'Rafferty and Hans Schneider" must feel dreadful bad to be kept out of such exclusive society by such a high-toned arrangement, and how far above the ordinary native those "several young men, who, while living at home, have bought themselves good machines on salaries of \$12 a month," must feel as they congratulate themselves that for so small a sum as \$25 or \$50 they have been able to ride into a "gentlemanly" class of

society. This looks to me like an excellent article of "taffy" that will suit many bicycle riders no doubt, but with the great majority, it won't go down. As "Old Abe" used to say: "For people who like that sort of thing, I should think it would be just the sort of thing they would like."

"PATSY."

BELLEVOUE, MICH., 23 November, 1882.

New York Letter.

Editor Bicycling World:—We have been having a fine week of it since I last wrote, but, strange to say, there has been, as a rule, very little riding done during the time; they seem to be saving themselves for the Washington meet, and when the boys are not practicing the easiest way to get safely over a deep rut in the road without getting off (see Washington asphaltum roads) they are practicing for the tournament by spearing the long rows of little wheels in our stables.

The nights have been almost perfectly beautiful, having only one drawback, namely, a steady, persistent cold wind from the northeast, which every night has swept the boulevards, and raised its blinding whirlwinds of dust, rendering it not only extremely difficult to push your wheel, but also making it very disagreeable to face. The moon shines clear, and makes night almost day, and a lamp is only a deception and a snare; but the wind takes all the pleasure away, and when it quiets down we are hoping to see some fine roads.

All is preparation and bustle here and there for the trip to Washington. The Ixions are certainly pushing the matter to the utmost, as they are gathering recruits for the New York delegations from all the neighboring clubs, and have also, I understand, sent on invitations to the clubs at Troy, N. Y., Pittsfield, Mass., Bridgeport, Conn., New Haven, Mt. Vernon, N. Y., and Kings County Wheelmen. They are arranging to charter a special car to go over in, and if a large enough number of men turn out to accompany them they will undoubtedly make it a success. The Citizens say, that on account of the fixing up of their new rooms, they have decided not to go over to the meet, but one or two of them may accompany the Ixion delegation. They had a very enjoyable moonlight run on Thursday night, turning out twelve men strong, and taking in the Riverside, which was in a fine condition and looked splendid in the beautiful moonlight, which showed to advantage the twisting and winding of that well known road, with its hills and shady sides, and the river flowing steadily beneath. Doc Beckwith sports a B. T. C. badge on his coat, and others in the club will soon be following his example in that respect. The Lenox club will probably turn out about six men, but I scarcely think Thompson will accompany them to take part in the races, as he seems to have dropped entirely out of training. I hope, though, that he will go, even if he doesn't race, for the more

the merrier. Nothing has transpired from the New York club relative to Washington, and the shadows of Manhattan are as silent as the graves they appear to occupy.

The dealers here all report a rushing business in sales of machines, and say that the demand was never before so great for this season of the year. It is self evident that Schuyler & Duane are doing well, and Sterry & Carter are, I know, doing a fine business, both in sales and in renting machines for road use, which latter branch of trade is steadily increasing as Mason's school graduates its men.

Fullerton is in training, and (would you believe it?) it is for a 50-mile *running* race to come off somewhere on Thanksgiving Day. It is really painful to a spectator to see him, after a short run of fifteen miles, trying to put his clothes on, and appear unconcerned at the same time, both attempts of course being miserable failures. Well, when I next write you we shall all, perhaps, be as full as the rest of the cranks of incidents that befell us, and of sights we saw at the Grand Washington meet. Pitman has determined to risk his life and wear the Philadelphia medal over, but, for goodness sake! if you see a chain dangling, don't touch it; ask what it's for, but don't touch it, for he has become a walking system of trap guns.

Report just comes in that John Stearns has won the two-mile race at the 7th regiment games. Don't know the time.

CHIC.

NEW YORK, 25 November, 1882.

Please Don't.

Editor Bicycling World:—I notice a proposition to organize a State league in Illinois, at the Chicago Thanksgiving meet. This letter will reach you, and be published, (if you publish it), too late to affect that movement. But I wish to earnestly say to all State wheelmen who propose to form a State league, and call it a State *league*, please don't. Organize a State body, by all means, but don't call it a league. I suggested, in a former letter, that State "divisions" be organized, subordinate to the National League. Now whether State organizations be made subordinate or independent, please don't name them leagues. Let us have but one league—the L. A. W. Give the State organizations some other name. Let it be the same general name in each State, for manifest convenience and uniformity. If "division" is not a good name, let us all agree upon some other name; but don't endlessly repeat the name of "league," till confusion becomes confounded, as though the word league had exhausted the American vocabulary and American invention. The L. A. W. has its distinctive letters and badges. Already there is, in Ohio, the L. O. W. Unless this thing is checked, we may have the L. I. W., L. N. Y. W., L. C. W., and so on, till it will require a minute inspection, with a microscope, to

tell whether the wearer of a badge which begins with L. and ends with W. is or is not really a league wheelman. If, on the other hand, the name "Division" is adopted, the lettering of State badges will be simpler, and more easily distinguishable. For Illinois, it could be either I. D. or Ill. Div.; and for other states N. Y. Div., Mass. Div., Ct. Div., etc. At a national meet, the flags with their division marks will be much more readily distinguished than if they were leagues.

This matter may seem unimportant, but it really is important. By getting a right start, we shall avoid the necessity of change and much confusion by and by, when the time comes, as it will before many years, that each State in this Union, and each province of the Dominion, will have its own subordinate or independent organization; and when, in such a multitude, clearness and distinctness of nomenclature will be not only a convenience, but an absolute necessity.

PRESIDENT BATES.

To Users of Shoes, Greeting.

Editor Bicycling World:—Now that bicycling is established as a health giver, why not pay a little attention to details in a minor way? For instance, the average 'cycler would think twice before putting on a tight collar. Why not use equal wisdom in regard to the feet? Of all nations the Japanese seem to me to come nearest hygienic perfection in this respect. Their sandals follow the shape of the foot, neither spinning out to a point, nor clumsily cutting it square, but giving the one, I may say the sole method that combines complete comfort with the best material. The pattern has been some what in fashion, I believe, this year, at watering places. Cannot we adopt a good idea when we see it, regardless of what nation learned it first. Between our semi-Chinese method and that of our oriental friends, give me the Jap's!

J. PARK STREET.

Hilarious.

"I was a grovelling creature once,
And basely cleaved to earth."

COWPER.

It may be worth while to reproduce the following expressions of wheely enthusiasm, and by persons of mature age, from our earliest bicycling journal. It is what most of us feel, though we do not, or cannot put it so vividly. One says: "All care vanished, and I bowled along merrily, experiencing for the first time that buoyancy of spirits and feeling of perfect independence that belongs only to the bicyclist. What exhilaration! what freedom! Could anything more blissful be imagined on earth? Certainly nothing but flying could come anywhere near to it." Another (and this is Papa Weston) exclaims: "What can be compared with the luxury of an early morning ride in springtime? To be mounted above one's fellows on the whirling wheel, its bright spokes flashing in the infant rays of sunshine; to glide

swift and noiseless over the smooth roads, past dew-spangled fields and woods and hedges; to breathe, long and deep, the life-renewing odors of the dawn; to hear, with a soul attuned in harmony, nature's morning hymn of praise, and with the exhilaration born of rapid motion, to join in the hosanna chorus—what ecstasy of enjoyment, what relief from the plodding monotony of daily routine!" These men, in their glee, are truer poets than all the melancholy ones of fame, and if the steep grades of Parnassus are not too much for them, they should steer in that direction. At any rate, they can say, with Shakespeare:—

"Oh, sure I am, the wits of former days
To subjects worse have given admiring praise."

D.

Bugle Calls. IV.

PHILADELPHIA BEFORE THE MEET.

Now, steady, boys steady! we're bound for the park;
And the gutters are deep, and the night it is dark.
Now, heave ahead, Crawford, and show us the way;
You're pilot by night as you're flyer by day.
Straight on up the "avenue" past the old mill,
And round by the "building" to George's Hill.

The last curb is mounted, the last gutter passed,
And here we are spinning through Fairmount at last;
See the lights on the river, now faint and now bright,—
The oarsmen are practising stoutly to-night.
But hark! there's a whistle comes sharply and shrill,
And the boys are out drilling on George's Hill.

Now round to the asphalt, and on by the hall;
That brick means a header! that rut there, a fall!
Steer clear of those stragglers, close up in the rear,—
There are lights on the hill, and it's time we were there.
Close up boys! close up, and push on with a will;
For the bugler is blowing on George's Hill.

NINON NECKAR.

Cycling Mems.

IF the many readers of the WORLD do not skip the weekly infliction upon them by "London W." they will have an opportunity of perusing it as a kind of mental cocktail before indulging in the beautiful repast, which I trust will be spread on every wheelman's table on the day of much stuffing.

IF their appetite has been whetted by a brisk ride in the bracing November air, so much the better, as they will stand less chance of being troubled with mince-pie nightmare, and will be more inclined to charity towards me.

WITH this day of thanksgiving, the riding season for the majority of wheelmen is practically over; and, as "dull December's gloomy noon" is ushered in with its snow-laden winds, the bike and trike must be laid aside.

Cover it with vasoline,—
Coat it o'er with grease;
Till the spring let it lean
Against the wall in peace.

AND then with renewed interest don your uniform, mount your steed, and throwing off the laziness resulting from a winter's inactivity, enjoy again the pleasures of wheeling.

WHEN you have settled before the fire with your after-dinner cigar, glance back

a year and be thankful, if you can, for any honors or pleasures which cycling has brought you.

ALPHABETICAL Pitman should be thankful for the victory he has won by his own perseverance and Butler-like tenacity.

DITTO, Weston, for is not the B. T. C. becoming daily more powerful, and better appreciated?

Champion of the cause is he;
Chief Consul of the B. T. C.

MANY of us, no doubt, are inclined to think that we have little to be thankful for, and yet there is not one of us who has not received some small pleasure from our wheeling association.

I FEEL thankful for many pleasant acquaintances made and the friendly words of advice I have received, and if my "mems." have been read with interest by any one, I shall feel amply repaid for the time I have devoted to them.

It is a rather remarkable coincidence that almost at the identical moment the League officers were changing the amateur rule to its present unhealthy state of laxity, a small number of the Union executives were agitating a stricter rule.

THAT both are wrong is my candid opinion, and I have no sympathy with either. Ultraism is rarely judicious, and I think the amateur question might have been left alone.

THE protest of the Montreal Club at the change shows which way the wind blows, and should not be unheeded lest they withdraw their support from the League.

The Canadian Wheelmen's Association, the B. T. C., and the rules of many private clubs, are in direct conflict with that of the League, and it seems as though the path next season would be the scene of many protests.

For a B. T. C. man would forfeit his membership by competing against a League amateur knowingly and without protest; such being the case, we may look for some fun next year.

IN professional circles, too, the chances are favorable for some contests, as it is rumored that H. O. Duncan "Champion of Middlesex," will visit this country, and try conclusions with Prince.

I WISH him success, and all wheelmen an enjoyable Thanksgiving.

LONDON W.

A Good Ride.

ON 8 October, Messrs. C. J. Krag, J. W. Wray, F. W. Flowers, and L. T. Tress of the Buckeye Bicycle Club, Columbus, Ohio, started at five o'clock in the morning to make a "century" bicycle run. The nine miles to Shadeville were made in sixty minutes, and by lamplight. Reaching Circleville at 8.45, the quartette rested forty minutes for breakfast. They arrived at Chillicothe at 12.20, with sharp appetites for dinner at Jake Warner's. At two o'clock the start was made for the return. Circleville was passed at 4.20,

where Messrs. Krag and Tress withdrew, and Shadeville was passed at 7.25, forty minutes being consumed in obtaining supper. The two plucky wheelmen rolled into Columbus at 9.10, somewhat tired, but having stood the hundred-mile ride remarkably well. It was on the programme to go on to Westerville and back, but the two travelers were not joined by any members of the club as they expected, and they did not feel like going on alone. Mr. Krag would have come on to Columbus but for the loss of part of his lamp. He and his companion came in on the midnight train. The trip down was retarded by a stiff wind after leaving Circleville. The best time was five miles in twenty-five minutes. The trip consumed sixteen hours, ten hours and forty-two minutes of which were passed in the saddle. The road from Columbus to Circleville (twenty-seven miles) is very rough and stony and full of ruts. Wray and Flowers covered 102½ miles, and the distance made by Krag and Tress was seventy-five miles. Two McDonnell cyclometers were used and tallied exactly with each other and the known road distances. The average riding time per hour was nine and a half miles. K.

The Bicycle in Carson.

INTERESTING FEATS BY MESSRS. YERINGTON AND HALL.

ON any warm, pleasant afternoon the bicyclists of Carson gather in force on the Capitol square, and as soon as they begin their interesting and astonishing feats with the winged wheel, a crowd of spectators almost immediately collect. The riders in this city are Hume Yerington and Ernest Hall. Mr. Yerington is considered as the leading exponent of the science in Carson, and is looked upon by the rest (Mr. Hall) with a sort of reverence. The latter is a pupil of the former. Yerington makes a strong and rapid rider, his immense limb-reach giving him a decided advantage over his short-legged pupil. The latter makes up in nerve, however, what he lacks in science, and covers technical deficiencies with dash and daring. Yesterday afternoon, at two o'clock, Mr. Yerington rolled into the Capitol square by way of the northwest postern gate, and at precisely a few minutes later Mr. Hall entered the other diagonal corner. The intervening Capitol building was all that prevented their seeing each other.

THE MEET.

From a bicycling standpoint "a meet" is a term intended to designate a collection of bicycles at one place, and is a short way of speaking of a tournament. Two bicycles in one place might, we think, come within the meaning of the term. The meet took place in front of the Capitol steps, Yerington's bicycle threw its hind wheel under the fore quarters of Hall's, and then by a dexterous movement caught the big wheel under the lee, and getting the grapevine lock the two wrestled a spell, and then like a

flash Hall sent his left heel into Yerington's stomach, and executed a double twist with his outer rim. This settled the round, and Yerington's machine went down, but skilfully managed to take the other with it. An expert bicyclist may sometimes be thrown, but he can always manage to bring down his adversary with him. By this time fifty Washoe Indians and over a hundred whites had gathered to see the sport. The referee declared the meet a draw and both men saved their bacon.

SOME STARTLING FEATS.

After the machines had been separated Yerington mounted and took a run about the walks, and executed some of his daring and original feats. The flip is a figure of his own invention, and commends itself to amateur riders as easy of accomplishment and sufficiently showy to be depended upon to win the applause of a crowd. Riding down toward the corner of the walk, he caught the curb-stone at the turn, and shooting over the fore wheel, landed on his hands, while the bicycle, turning a graceful handspring, went clean over the man, the small wheel describing the segment of the Arctic circle in the air. The expert endeavored to come up on the side and climb over on to the machine again, but was not rapid enough to catch the small wheel. The little wheel seemed to have the start somehow, and won the heat. The figure, as far as executed by Yerington, was novel and instructive and well received by the spectators.

THE FLYING LEAP

Was next introduced by Hall. Coming down the walk at a 4:02 pace he made straight for a post inscribed: "Keep off the grass!" and so splendid was his aim that he knocked it down at the first attempt. This swerved him to the left, and flushed with success, he shot to the fence, hitting an iron post with singular accuracy directly in the centre. He then left the bicycle temporarily and came over the fence into the crowd and knocked a Piute Indian senseless. He thinks if he had secured a better start he might have scored two Indians. The feat was loudly applauded.

THE CARTE DE FO GRAS

Is an offspring of the flying leap, only in a more modified form. The object is to swing the hind wheel around a post so that the body will be thrown forward, and the rider dexterously catching his feet on the handles grabs up handfuls of gravel in front. It is considered bad form for the feet to slip off the handles or get back on the pedals.

THE LOCK

Is a pretty figure if well executed. Two riders ride together like knights in a tourney, and as they are just abreast each man swerves his hind wheel to the right and the two lock together. Then the machines spin round like a top, and if the clothes of the riders are of different colors a beautiful variegated effect is pro-

duced, and the spectators can keep right along distinguishing the man they are betting on. The one that falls nearest the centre scores a point.

THE EXCHANGE

Is a neat *coup d'état* invented by Mr. Hall. Two riders meet at a speed of twenty-five miles an hour, and when the wheels clash each man turns a somersault in the air and comes down on the other man's bicycle. If the machines themselves combine in the somersaults, and make a sort of Fusion business out of it, it is called the "double exchange." After this act the machines are sent to the nearest watchmaker for rest and repairs. Next week the bicycle club will give an exhibition of some new and startling combinations. — *Carson Paper*.

ONE evening recently, several members of the St. Thomas (Ont.) Bicycle Club were followed, for several miles, by a buggy containing three men. At a sharp turning of the road, the buggy was close behind the bicycles, and, to give it room to pass, two of them rode close to the right side of the road, the other two, who were slightly in advance, to the left side. The occupants of the buggy, when passing, maliciously tried to run the wheelmen down. They missed the rear rider, the speed at which they were driving preventing a sharp turning, but the wheel of the second rider was struck, and it and its rider thrown violently into the ditch. The bicyclist luckily escaped much injury, but his wheel was badly demoralized. The scoundrels then turned their attention to the two on the right side of the road, who, however, saw the danger and jumped into the ditch. The buggy was driven off, without the identity of its occupants being discovered; but the bicycle club has offered a reward for their conviction.

A Tyro A-Triking.

(Extract from a Private Letter.)

SUNDAY EVE, 25 NOVEMBER.

My Dear Friend: — I have several new and distinctly defined aches developing in various parts of my muscular anatomy, and methinks I hear you exclaim "the tricycle!"

Even so; I've been, I've seen, and it remains yet to be seen which has conquered.

The thing came Tuesday, and nearly all the rest of the week was expended in persuading a dilatory expressman to do his duty, which was at last satisfactorily accomplished by getting another. "That very night the Romans landed on our coast!"

So did I. I grabbed mine hammer, and wrestled mightily with the lumber of the crate; I seized my shekels and hied me to the corner store for oils of various smelling propensities, for lamp and wheel. I carefully engineered my way by moonlight down the rear steps, across the pasture, and trundled the machine along the rocky hill and down the slope, and by various other turns until I reached

Townsend street, that leads to Walnut avenue; I mounted my noble steed, grasped the helm, set my feet firmly on the treadles—and paused. There was a declivity behind me. A noble thrill quivered through the iron frame of the rotator as the wheels began of their own will to turn backwards, "If like a crab," etc., and I discovered myself gracefully deposited in a ditch.

Time was encouraging, and the next trial was located at the top of a hill, instead of half way up, and was much more to the purpose, and in due time I learned the mysteries of steering straight, when to brake up, and partially how to pedal properly, and considered myself a veteran. For a night or two I sallied out, rumbling through some of the level streets, surprised various unsuspecting couples by the noiselessness of my approach, which reminded me of what a great thing a bicycle might be to a stern parent at times, and enjoyed myself hugely.

This morning, instead of going to church, I thought I would take a little ride first, before it thawed and grew soft, and then go to my sermon in the afternoon; so I oiled up, and started.

Well, it was fun. It was my first trial of it by daylight, and I headed for Walnut avenue as fast as I could conveniently travel, and was soon spinning along due south, with no definite idea where I was going, further than to see where that road went. The road seemed to be lined with red squirrels; and, as I looked at one, I was suddenly made aware that I was at the top of a steep hill. I seized the brake, and sung out, "Hard down!"

That brake is a powerful brake. The tri. stopped as though it had been lassoed. Meanwhile I took a little ramble on ahead to see what the road was made of, and the inquisitive wheel suddenly did likewise, and finally sat down to rest. I happened to be occupying the same space of ground at the moment, but the machine was not proud; it had just as soon sit on me, and did.

I picked up my glasses, grinned, remounted, and started after more adventures, which I speedily found in a stretch of road that looked as though it had been ploughed, and then turned to stone; I trundled through that, pushing the tri. ahead of me, inquired of an intelligent wayfarer where various roads led to, chose the one that seemed to run nearest south, and started off afresh for pastures new.

They were very, very new, quite unbaked. Only now and then I found a smooth hill to coast down, and the rest was of the sternest description; but by dint of some walking the worst was over. I struck a sidewalk, and rolled into Milton at a sedate pace, at about the time I should have been starting for church. I pondered long and earnestly as to whether I had not best do so still, but a glance at a tower clock, and visions of dinner prevailed, so I started back by a different

road, stopped to talk with a pair of bicyclers, asked the way, was assured that that was the right road and trudged up a steep hill for variety. It was growing warm, and the roads were thawing, but there were smooth places where I went faster, and taking off my overcoat I lashed it behind my seat. A long time after I came into a little square, with a church or two, and thought I recognized it as Grove Hall; to make sure I asked a little urchin the way to Egleston Square. Never heard of it!

Amazed at the density of his ignorance, I asked which way was Boston, and he calmly pointed down the road over which I had travelled.

I looked back, and at him.

"Will you have the kindness to tell me where I am?" I asked, with a desperate calmness that partook strongly of fatalism.

"Quincy, sir."

I did n't faint. I did n't use strong language. He was a nice little boy, and had n't been saucy, and deserved all the thanks that he got.

But I turned myself around, and with a solemn face rolled away in the direction that he had pointed out, with a problem of mental arithmetic buzzing in my mind, thinking how the family would gather round the festive board, and remark, over the desert that they were making, "The boy, oh, where is he?"

The rest of that journey was a solemn occasion. Once the gear got out of order, and from my newness to the thing I did not see what it was that made my feet go round without effect, but a machinist who stopped to talk with me showed the trouble, and after tightening a nut or two I started on rejoicing. Half an hour afterward a squeak met my horrified ear, and as the oil flask was at home, — having no idea of such an extended cruise when starting — off I hopped again and trudged along, pushing the tri. with one hand on the helm to keep her straight, for about direct courses she showed a most feminine perversity.

Two more bicyclers hove in sight on a cross street, and one of them saluted me. I sung out for the loan of his flask, and got it, whereupon the other turned out to be a business acquaintance. We chatted awhile, rested, and once more I trotted onward till I found myself nearing the city from a direction in which I had never been. Coming to four corners after a maze of cross streets, I asked the direction of the city once more, and once more had to turn around and go in the opposite direction! whereupon I concluded that I had left my bump of locality at home with my oil, and — began — to feel a little bit disgusted.

A mile further and I crossed a track (railroad). There were some more streets to be chosen. A boy stood there. Freckled was he and towheaded, and his necktie had slipped down into his bosom. "Boy, where does this street go to?" "Hey?" — "Where is the other end of this street?" Boy, dully, "Right here."

"Well, where should I find myself if I went through it." — "Duno; never went through it." — "Do you live here?" — "Naw; in there" — pointing to the nearest house — "dad's a councilman!"

My time was valuable, and I concluded that if I wanted to know where that street ended I had better go through it, and did. The sun looked out, and gave a wink as to the direction; and I suddenly found myself on Walnut avenue within forty yards of where I entered it. Whereupon the chronicler collapsed over his empty stomach, and lifted up a feeble voice of praise, and in ten minutes more was creating a famine in the land of rocks and hospitals. J. PARK STREET.

The Bicycle and the Rider.

AN English writer, discussing the adaptability of the bicycle to the rider, dismisses the question of appearance with the adage, "Handsome is that handsome does," merely adding, if we can arrive at a form of bicycle that "does" better than the ordinary type no doubt it will soon be found good-looking enough. The same writer is in favor of avoiding levers and other "patent" gear, believing that to a good rider greater power and greater safety are attainable with the ordinary direct action; the former, because it admits of "back draw," and the latter, because with direct cranks the feet can greatly control and balance the machine. He quite agrees with Mr. Berkeley, Penlington, that rake has been overdone in the "Extraordinary," and some time ago urged that a machine on this principle should be tried with a rake of five inches or six inch only, which would give as much stability as could be utilized. If any one remembers the type of bicycle made by Stassen in 1874-5, they will admit that absolute safety from forward falls could be obtained by direct action. These machines could be ridden over almost any obstacles, or down any hill. I have known one of them charge some huge stones with such force as to knock the wheel into a kind of oval, and still without throwing the rider. But they were not good performers on a long uphill. Why? They were too heavy; their handles were too high, and not sufficiently set forward for the rider to get well over his work. Now, if we alter these points — introduce hollow forks and backbones, handle bars set well forwards and bent down, and ball bearings, while retaining the long head, long crank, good spring and abundant rake (two and a half inch to three inch) we shall have a machine that will hold its own on the flat and uphill, while it will simply jump away from the modern machine on rough grounds, or down hill, or in the dark.

OVER sixty years ago a man named George Scott, then working at the blacksmith's trade in Chillicothe, Ohio, made a bicycle after his own rough model, and astonished the natives of that place, then a village, by appearing on the streets with it. — *Detroit Post and Tribune.*

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consultants, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Fred. T. Sholes, secretary, Box 93, Cleveland, Ohio, and will be sent postpaid upon receipt of fifteen cents.

CORRECTION. — In the list of applications for membership published 3 November, the name of "J. A. Stern," of Ripley, Ohio, should be J. A. Steen.

FRED. T. SHOLES of Cleveland, Ohio, has been appointed corresponding secretary of the League of American Wheelmen in place of Kingman N. Putnam of New York, resigned.

W. H. MILLER, president L. A. W.

Massachusetts Division Meeting.

THE officers and consuls of the Massachusetts Division, L. A. W., held a meeting at the New Marlboro Hotel, Boston, Monday evening, 27 November, 1882. There were present Messrs. Kendall, Williams, Tolman, Burbank, Everett, Pratt, Clark, Parker, Hill, Shillaber, Ide, Whitaker, and Wing; in all thirteen. Meeting came to order at eight o'clock, Chief Consul Pratt in the chair. The minutes of the last meeting, as read by Secretary Kendall, were approved. The object of the meeting as stated by the chair, was to increase the interest in the League and enlarge its membership. The claim was instructed to send circular letters, one to delinquent members, one to Massachusetts wheelmen not members of the League, and one to the members of the League in the State, urging them to support the League, and setting forth the plans of the Division. The question of raising funds to defray expenses called forth commendable discussion, and it was voted to petition the League for an appropriation for the use of the division. The report of the committee on guide boards was accepted, and it was voted to have one hundred "fish-tail" boards prepared for distribution and that this design be recommended to the League at large. A combination of the Lamson stencil was adopted, and Mr. Hill appointed a committee to prepare cuts of them for publication. Messrs. Pratt, Clark and Hill were appointed a

committee to draft a constitution and by-laws. The sign boards adopted are to be of plain white surface with black lettering. The meeting adjourned at ten o'clock.

CURRENTE CALAMO

Result of the Prince-Frye race : first, in the excellent time of

SNOW has come, and now Wilmot's real enjoyment of riding will begin.

THE Citizens' Bicycle Club of New York have taken quarters at No. 2 East 60th street.

THE Louisville *Post* says that city has only forty-five active bicycle riders. The inactive riders ought to be stirred up with something.

OUR correspondent, J. Park Street, who so graphically describes his Tyrolian experience on the tricycle, rides a Cheylesmore machine.

WE have just received a few copies of Sturmy's "Guide to Bicycling," which we will mail at the publishers' price, forty-three cents a copy.

THANKSGIVING DAY family reunions and the proximity of municipal elections in this vicinity, kept Boston and suburban wheelmen from going to Washington.

THE snow fall Sunday night was scarcely two inches, but it was sufficient to spoil the roads for bicycling. In more southerly latitudes, however, the roads will be ridable for a couple of weeks longer.

AT the meeting last month, the Bicycle Touring Club adopted a resolution thanking the bicycling press of America and France for "the disinterested publicity given to the B. T. C., its doings and its objects.

"London W." is in raptures because he is going to have Mrs. Langtry for a neighbor during her engagement in Boston. He will sit by the front window while pursuing his legal studies, in order to lose no opportunity for seeing her carriage drive past.

PRESIDENT BATES evinces his cranial levelness in what he says about State "leagues." Chief-Consul Pratt of Massachusetts has also advocated in our columns the use by States of the term "division," and the Massachusetts branch is so designated.

THE Kings County Wheelmen of Brooklyn, N. Y., will hold their second reception at Knickerbocker Hall, Brooklyn, on Monday evening, 4 December, and we would like to be there, but other duties preclude the acceptance of an invitation received.

A BICYCLER, being endowed with two backbones, ought to be very set in his ideas, and he generally is; but when his front wheel suddenly stops to argue about some obstruction in the road, his extra backbone fails him, and he is not very set in his saddle.

BICYCLING is rapidly becoming universally popular, and scarcely any section of the civilized world now is without a bicycle club. There is a flourishing organization in Port Elizabeth, Cape of Good Hope, and a club in Cape Town has about seventy members.

WE are informed that Messrs. Fairfield and Taylor of Chicago, have sold out their entire bicycle business; the completed machines on hand to A. J. Spaulding and the parts with tools and machinery for repairing, to R. P. Gormully, who intends to make this an important branch of his business.

MANY of the English bicycle makers are extending the size of their workshops and improving their facilities for an anticipated increase of business in the spring. One firm recently received in one day export orders from three different customers for an aggregate of two hundred machines.

HARRY W. TUFTS of Attleboro', Mass., went to Washington this week, and although he will meet many of our best trick and fancy riders there from various parts of the country we expect to hear a creditable report of his performances. The business men of Attleboro', take a pride and interest in him and pay the expenses of his trip.

C. C. B. T. C., B. U., L. A. W., D. Y. C., B. Bi. C. Frank W. Weston is actively engaged in the intervals of attending to his numerous other irons, in arranging for next summer's grand English bicycling tour. He hopes to take with him at least thirty-five American wheelmen, and is making preparations on a scale to accommodate fifty. So make a note of it.

THE following have recently applied for membership in the Bicycle Touring Club: — James A. Reeves, John A. Cross, S. C. De Munn, Edw. G. Farmer, Jr., W. W. Bridge, Edmund C. Danforth, W. P. Anthony, C. T. Grammont, Albert G. Carpenter, all of Providence, R. I.; Chas. L. Clark, E. C. Churchill, Edw. F. Lowry, all of Boston; Frank W. Blacker, W. A. Pickett, both of Worcester, Mass.; N. M. Beckwith, New York; F. T. Davis, Mt. Vernon, N. Y.

WE shall publish early in January a special number of the *BICYCLING WORLD* in which we shall give many articles of useful information as well as statistics of the past year. Among the contents of the number will be the Racing Record of 1882; table of best times on record in America and England, amateur and professional; Notable performances; Tips and Hints to Bicyclists; Hints on Training; List of Clubs; Constitution, Rules and Officers of the L. A. W., etc., etc.

THE fall opening of Elliot Mason's Columbia Riding School in New York proved a very successful and enjoyable affair, according to all accounts, and the number of skilled fancy riders present, each having different specialties in the art, was something noticeable, and must

have been a revelation to most of the spectators present. The performers were G. A. Wells and Crawford Mason of New York, A. L. Atkins of Boston, and D. J. Canary of Hartford.

ONE hundred and seventy-nine miles will probably remain the American "century" road record until next spring, and then two hundred miles will be the objective figure. But let us have no more back-and-forth riding over a selected road around reservoirs and through park drives, just to eke out the longest distance inside the twenty-four hours. Let your runs be officially called and lay out a route that will not take you twice over the same road, except by the return journey from some distant point.

THE Stanley Bicycle Club, so favorably known in this country as promoters and projectors of the famous annual exhibition of bicycles and tricycles, are busily engaged in arranging for their coming show in January. They have engaged the whole of Royal Albert Hall, in the fashionable quarter of Kensington. This is a decided improvement over Agricultural Hall, used last year,—the latter being situated in a disagreeable part of the city of London, and is a cold, barn-like sort of a building, and poorly lighted. The Stanley Club have decided to break loose from other exhibitors, and will endeavor to make this a strictly "Amateur Show" of a high class.

THE old favorite headquarters of New York bicyclers for several years past, 791 Fifth avenue, having recently been abandoned for other rooms, a large number of wheelmen from the various clubs of that city assembled on the evening of 4 November to hold funeral services over its remains. The ceremonies, our correspondent informs us, were very impressive, and comprised, besides the singing of hymns, affecting eulogies, processions and incense burning, the recitation of a "pome" uniquely constructed by some one, and the singing by the chorus of the following

DIRGE:

Here lies, released from all its earthly woes,
A building nearly every cyclist knows;
Which well has stood for twenty years or more,
And soon will rise a Phoenix grocer store.
Let every cyclist move with measured tread
And reverently bare his learned head.
From its old windows we have oft caught mashes—
So let us pray: Peace be to its ashes.

Rational Dress.

THE Rational Dress Society of London, Eng., has offered a premium of £50 for a style of dress for women which will best accord with the following requirements: Freedom of movement; absence of pressure over any part of the body; no more weight than is necessary for warmth, and both weight and warmth evenly distributed; beauty and grace combined with comfort and convenience; not departing too conspicuously from women's ordinary dress. It also offers prizes for tricycling and other ladies' sporting costumes. Mrs. E. M. King, the secretary of the society, a tricy-

clienne, in a letter to the *B. T. C. Gazette*, says:—

"I send some leaflets of the R. D. S. The dress, however, that I have devised—from practical experience—for tricycling is not the same as that described. I will explain as far as I can, and you can insert as much as you think fit of my explanation in your next issue. It will save me a great deal of trouble, as people seem always to expect that I will give them a 'full explanation' rather than they should pay 3 shillings for the pattern. The trousers are something between knickerbockers and riding trousers combined. The 'divided skirt' I found of no use—it kept riding up—then I tried riding trousers strapped under the boot, but they did not allow enough play at the knees. Knickerbockers made very loose to below the knees, and from there like riding trousers, and either kilted or braided, I found suitable and comfortable in every way, and I don't think the £10 prize will bring out anything better. For the top skirt—straight cut and narrow (without gores), with a small quantity of drapery behind, as long or as short as the wearer may desire, and braided according to taste; but the shorter the better. The Jacket body to fit to the figure about as tightly as a man's bicycling jacket, but not so tight as to necessitate corsets underneath. The top skirt is kept from blowing aside by a piece of elastic, which when seated is passed between the legs, so as to hold together the back and front part of the top skirt, this also I found to answer splendidly, and to do away with the necessity of the foolish plan of *weighting* the skirt, which I find so many ladies are taking to."

A Good Word From the Press.

THE Philadelphia *Press* editorially remarks: "An indignant citizen flies to the *Press* for aid and comfort against the young men who ride bicycles. He narrates an occurrence in the Park last Saturday, from which he draws the moral unequivocally that the harmless pleasure of hundreds should be estopped. The incident was, in brief, the untimely tumble of a rider from his machine, the fall of the latter prone upon the ground, and a plunge of a horse into the wires of the prostrate machine. This does not seem to us so much an impeachment of the bicycle as of the horse and its driver. For, as our correspondent describes the event, he saw the bicycle in full time to arrest his own course, and to wait for the bicyclist to recover himself. Instead of the bicyclist, or his wheel, being in fault, it is plain the driver of the horse was to blame. We have no sort of sympathy with the sort of egotism that would banish all harmless enjoyment which, as a novelty, may seem to disturb the ordinary pleasures of the world. How would the drivers of horses like to have the bicyclers, in a majority, agitate for the exclusion of carriages from public parks as a nuisance to pedestrians, bicyclers, and what not?

This admirable instrument is in general vogue in every civilized country in the world. It shares the same right and limitation as other vehicles in all the great cities, and it is as common an object in all the pleasure grounds or highways as any other wheeled means of locomotion. It is susceptible of vast pleasure as well as a healthful recreation to all ages. That a horse should be terrified at its appearance indicates that the horse is not well trained. But in the case complained of the horse seems to have been indifferent to the machine until driven into it. The park is a public property, and is for the use of all well behaved citizens. The demand for the exclusion of the large and growing number of people who enjoy the exhilarating movement of the wheel, is not democratic. It smacks of the tyranny of caste and privilege, and no good American can countenance it, for if the well-to-do may banish everything that inconveniences them, the poor and humble would have few pleasures left."

ALREADY several eminent medical men have made known, through the weekly or monthly journals, the advantages conferred by tricycle riding upon the muscular portion of the human frame, and the good resulting to the health generally. But a new departure has been taken by a writer in "The Lancet," who signs himself "One who advocates exercise in the pure air;" and who gives it as the result of ten years' riding, that the use of the tricycle is beneficial to the "brain and nervous system." He says that tricycle riding should be recommended by medical men "as a remedial agent of great value," where the nervous system is affected. Cases of that class require "exercise in the pure, fresh air, by which the brain and nervous system becomes invigorated;" and he adds by tricycle riding. This is not only secured, but "the general muscular system is strengthened, including a vast number of muscles which are not called into action by the ordinary walking exercise." This testimony is the more valuable because it has been volunteered by a medical man, after a long practical experience of the machine. Nor is this the only important point in the letter referred to. Upon the vexed question of the propriety of ladies riding tricycles he expresses no opinion; in fact, it is a subject which has passed beyond the region of debate; but upon the results of ladies' riding, he speaks without hesitation; some whom he has known, "who have long suffered from internal troubles, have derived much benefit from this mode of exercise, especially in the class of cases where the system has fallen below par by long-continued confinement." This is eminently satisfactory; and we commend these quotations to all who waver as to the advisability of procuring a tricycle for the use of the lady members of their family.—*Tricycling Journal*.

OVER THE ALPS BY BICYCLE.—"R. M. E." writes: "Having just re-

turned from a tour on the coasts of Sicily and Calabria, my attention has been drawn to your article of 30-September last, on 'Over the Alps by Bicycle.' It seems somewhat late in the day for people to wonder at such exploits when for three years the West Kent Bicycle Club has enjoyed the undisturbed reputation of numbering among its members the pioneers of Continental bicycling. In 1878, a member of the West Kent rode from Paris to Strasburg, and in the following year I accompanied him, and, passing over the same road and through the Black Forest, rode from one end of Switzerland to the other, from Geneva, via Chamounix, over the Tête Noir, to the foot of the Jungfrau, and thence over the Brunig to Schaffhausen. We have ridden through the Hartz from Hanover to Leipsig. It was my trusty 'London' bicycle which carried me safely over the celebrated Brocken, and, on the same machine and in the same company, the Brenner was ridden from Innsbruck to the Post House on the summit in three hours and a quarter, and the long descent accomplished through the Brixenthal to Lake Garda. The three signatures in the visitors' book and the witness of the monks of the Hospice of the Simplon will testify to the homeward journey through the district of the Italian lakes and over that renowned pass. The mountains of Styria and Corinthia from Vienna to Innsbruck have been traversed by the same members of the West Kent, and on many a lonely road, 5,000 feet above the sea level, they have 'wheeled' where few Englishmen have ever set foot." — *From The Daily Telegraph, Thursday, 2 November, 1882.*

An Old Riddle Modernized.

My friend and I from home did part,
But he of me had much the start;
So on we ran, ten miles or more,
And I same distance as before.
Now tell me how that this could be,
As I ran thrice as fast as he?

"To half a pint of colza oil add about two or three tablespoonfuls of benzoline, and you will get an oil that will burn steadier, last longer, and give a better light than most if not all other oils. If the light should pop a little, too much benzoline has been added." So writes one of our Devonshire members; to which we may perhaps add for the benefit of any novices in the art, a pennyworth of

camphor allowed to slowly dissolve in half a pint of colza oil is a satisfactory receipt also. — *B. T. C. Gazette.*

THERE is room for an independent and fearless journal devoted to bicycling. With a single exception, all the papers and pamphlets now printed are published in the interest of manufacturers. A glance at the editorial columns of two of the most prominent publications will convince readers that this statement is "alas, too true." We do not believe that any of these so-called bicycle organs is impartial enough to recommend an English-made machine in preference to the homely home made article. And yet, if they were published in the interest of their readers, they certainly ought to do so, knowing full well the superiority of the English over the American bicycle. — *Turf, Field, and Farm.*

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

T. W. ECK. — We have a call for Miss Armaindo's picture. Can you supply one?

BURT MILLER. — We have a call for Miss Von Blumen's picture. Can you supply one?

L. W. S., Washington. — Officers elected 9 December will be in time for our annual.

J. N. R., Millville, N. J. — We send papers as you wish.

PIONEER BICYCLES. — *Editor Bicycling World:* — In answer to a question in your last number, I would reply that Mr. Wm. M. Wright brought a bicycle to this country in October, 1873, and with it about one dozen first and second-prize medals, won by him in various races abroad. During the summer of 1874 he spent a short time in North Quincy, Mass., with my brother Fitz-Gibbons Foster, taking the machine (a Meyer, French bicycle) along with him. I believe this was the first wire-spoked rubber-tired wheel in New York or Massachusetts, if not the United States and Canada. The medals were afterward stolen from his yacht "Flying Cloud" while lying at Staten Island, and the old wheel, after many vicissitudes of owners and mishaps, was brought to "791" to be put up for sale, where it was joyfully recognized by its old master.

S. CONANT FOSTER.

NEW YORK, 17 November, 1882.

THE PIONEER BICYCLE. — Several bicycles were imported into this country in 1876, and exhibited at the "Centennial" and afterwards consigned to a gentleman in Boston who rode one and disposed of the rest to Cunningham, Heath & Co. One of the machines at least had a wheel on the tangent principle, with a bracing rod from the centre of the axle.

LONDON W.

BOOKS AND PAGES

THE CENTURY MAGAZINE. — The December *Century* has for illustrated articles "The Supreme Court of the United States," by E. V. Smalley, with a finely engraved portrait of Chief Justice Marshall for the frontis-

piece of the magazine, and numerous other portraits and sketches; F. H. Cushing's "My Adventures in Zuni," the first of a series of interesting papers on this peculiar country; "The Korean Origin of Japanese Art," by William Elliot Griffiths; "The Taxidermal Art," with some splendid engravings of stuffed and mounted animals and birds; and "Rab's Friend," a charming paper on Dr. John Brown, by Andrew Laing. Mrs. Foote's story, "The Led-Horse Claim," is continued, to which the author contributes a fine illustration, and Mrs. Burnett's "Through One Administration" is rapidly approaching a crisis of interest. One of the most interesting papers in the number is Henry James's "Point of View," comprising studies of American customs and character in a series of letters from different imaginary persons who have lived long enough abroad to have become more or less Europeanized. Washington Gladden's "Christian League" is continued, and there are in addition to the usual well-filled "departments" many other interesting articles, and several good poems, one by the late Sidney Lanier.

OUR LITTLE ONES for December is pretty enough for a Christmas present in itself, and would give any child more permanent as well as more beneficial enjoyment than nine-tenths of the more expensive presents he or she will receive. Although simple, the text of *Our Little Ones* is never silly, while its typography and illustration form a whole school of the best primary instruction in themselves, so clear and handsome are they. Russell Publishing Company, Boston.

GUIDE TO BICYCLING. — We have received, through the Overman Wheel Company, of Hartford, a copy of "The Complete Guide to Bicycling" by that indefatigable worker Henry Sturmy. It is replete with valuable facts and suggestions, intended mainly for the use and guidance of the novice, but which cannot fail to be of interest even to veteran wheelmen. The history and status of the bicycle forms the subject of an excellent introduction, and will be read with interest by cyclists everywhere. A careful review of the salient points of interest to the beginner, purchaser, and tourist, with remarks upon the various cycling associations and clubs, and a racing record, form the balance of this little work, which might fairly receive the name given to another work by the same author of "Indispensable." We notice a few mistakes in the mention of cycling affairs in this country, but they are pardonable under the circumstances. We cannot recommend too highly the chapter on accidents, and the methods to be used to repair damaged parts when off on the road removed from mechanics.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE, AT A BARGAIN. — A 56-inch Extraordinary Challenge, built to both wheels and to cranks, fluted forks and elliptical backbone, all latest improvements, weight only fifty-three pounds, ready to ride, partly nickelled, and painted black and gold, shows no wear. Address W. V. B., 488 Columbus avenue, Boston.

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FOR SALE. — A new 52-inch light Yale Roadster, with ball pedals. Price, crated, \$100. Address W. S. LANGLEY, Newport, R. I.

FOR SALE. — A 51-inch full-nickelled Harvard, new this season, run about 350 miles, in perfect order, rubber handles, King of the Road Lamp, M. I. P. bag, automatic alarm bell, acme stand, full uniform. Cost entire \$185; will sell for \$100. Address WALTER M. JEWETT, Cazenovia, Madison County, N. Y.

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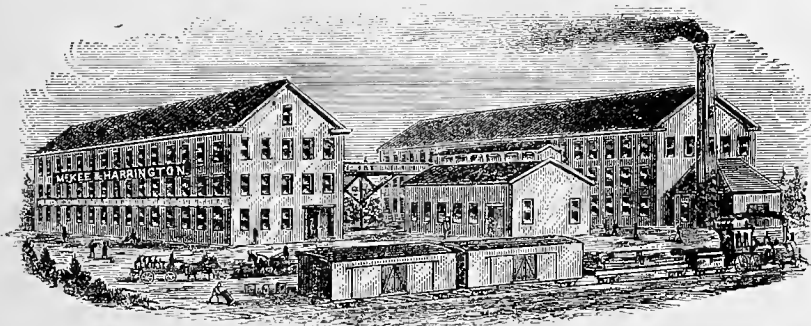
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Send for circular with testimonials.

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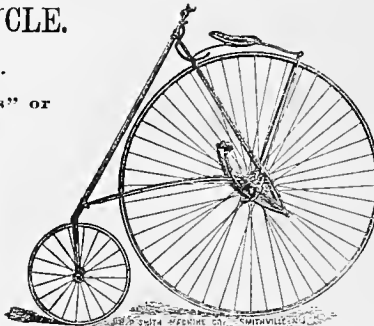
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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

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New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

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† 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. † 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

‡ In first-class order; shows only wear on tyre.

This list will be changed from time to time. No printed lists or circulars of second-hand machines.

Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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E. C. Hodges & Co., Proprietors.

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Number 5.

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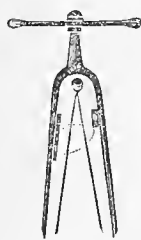
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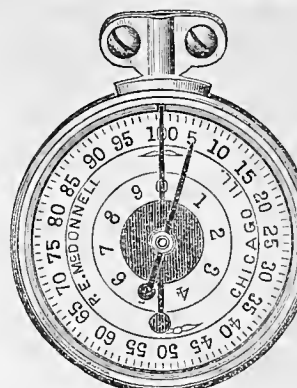
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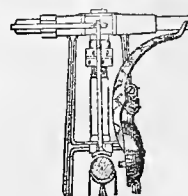
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper, your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 8 DECEMBER, 1882.

THE USE OF THE LEAGUE STENCIL.

THE practicability of the stencil designed by Mr. Lamson, and adopted by the League, and the advantages to wheelmen from its extensive use, is so much a matter of conjecture and speculation that it is unnecessary to discuss the question now. We await the opening of the riding season, when the real purposes and benefits of the stencil will no doubt be developed by judicious use in the hands of League consuls. It is proposed to apply the stencil for purposes of warning at the top of dangerous hills, the intersection of roads, and in such other places as may in any of its combinations seem desirable. Where guide-boards are already in existence, the stencil will be

used to indicate a certain kind or character of road, and it is in regard to this use of it that we desire to refer.

The statutes in many, if not all of our States, provide methods or means to prevent any one from marring road signs. It will therefore behoove League consuls to secure the permission of town authorities before they essay marking, even with a useful device, any guide-board. Whether unauthorized marking would be accounted "wilful and malicious," is not for us to say; but we should dislike exceedingly to learn that any member of the League has been summoned for such offence, even though subsequently discharged. We therefore call the attention of League consuls and others intending using this stencil to the advisability of obtaining permission of the town or city authorities before marking guide-boards, or other public property, and also of the owners of fences or trees where it may be desirable to post directions.

MR. PRINCE's wide and well-earned reputation for grace, speed, and endurance as a racing bicyclist, and the familiarity with his methods of most of those who witnessed the race Thanksgiving night, made it hard for the spectators to realize that he was beaten in a race run on his own terms, and not a few expressed doubts of the result being squarely won; and even the Boston *Herald* intimated that these rumors might be well founded. We do not, however, have any doubt of the genuineness of either the defeat or the victory. We really believe that both men at the start thought themselves in good condition, and that each was fully determined to beat if possible. The time made was not nearly as good as has been made in this same building by riders of less note, but this may be accounted for, in some measure, not only because of the raw, cold atmosphere of the place, but because the track was not ready until almost at the last moment, and neither of the men had any chance to practice upon it previously and so get used to the turns and the bewildering effect of the numerous posts and their shadows in the artificial light. There is no question that Prince was quite ill when he got to his dressing room after the race, and as he seemed and expressed himself before the contest as feeling well, it is possible that a hearty dinner and the strong exertion he put forth at the first to catch Frye's handicap combined to produce nausea,

notwithstanding which he made a plucky struggle with an equally plucky and determined rider.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

To Secretaries of Clubs.

WE have sent a blank to the secretary of every club of which we have record in this office, asking for statistics to be used in the special number which we shall publish about 1 January. We do not know that we have been able to reach all the clubs in the country, and if this should meet the eye of any club secretary who has not been favored with a blank, he will oblige us by forwarding to us on a postal card the following statistics: Name of Club; City and State; Date of organization; Captain; Secretary's address; Present number of members. We have no record of Clubs in the States of Delaware, Georgia, Florida, Mississippi, Arkansas, Oregon, Alabama or Nevada. We wish to hear from the territories also.

COLLEGE HILL B. CLUB. — A club has recently been formed at College Hill with a membership of five, and a prospect of more in the spring. President, Sam. Goodman; secretary and treasurer, Louis E. Aiken; captain, N. L. Pierson. Colors, light blue, gold and white. C. H. B. C.

LOUIS E. AIKEN,
Secretary and Treasurer.

RACES

The Great Prince-Frye Race.

THE PROFESSIONAL CHAMPION DEFEATED.—
OTHER EVENTS.

THE challenge, published several weeks since, from John S. Prince, the professional champion, to any amateur in America, to race him ten miles for a \$100 silver cup, and take a start of twenty seconds, created a widespread interest in bicycling circles, and this interest was largely increased by the prompt acceptance of the challenge by Ex-League Champion Lewis T. Frye, provided he could obtain the sanction of the League, and so retain his amateur status. Mr. Frye was as dead in earnest for the race as Prince, and at once applied to all the known members of the racing board for the proper absolution papers. Unfortunately, however, there is no provision for any contingency of this kind, and neither of the members of the race board to whom application was made cared to take the responsibility of establishing a precedent in so important a matter, although each, we believe, expressed himself as personally having no objection to the competition; so no "official" permission was obtained. But Mr. Frye, having started on the venture, determined not to turn back, and concluded to race Mr. Prince without such permission, and forfeit his amateur-status, if necessary, and the event was announced and the date fixed for Thanksgiving evening, 30 November, and the place the New England Manufacturers' and Mechanics' Institute building. Accordingly, last week Thursday evening, about fifteen hundred spectators were present to witness this and an amateur two-mile race to be run in heats. As our readers are aware, the track here is probably the best indoor

course in the country, but the area of the building is immense, and on a cold day, as was this, it could not (except at a much greater expense than the management seemed to think the circumstances would warrant) be heated sufficiently for comfort, and as was the case here last winter, the place was unpleasantly and even dangerously chilly, and the spectators kept the feet in motion pretty constantly throughout the evening; but the races all proved so intensely interesting, and that between Prince and Frye so exciting, that every one suffered without much grumbling. Previous to the racing we were shown a certificate from a competent civil engineer to the effect that the track, measured on a line three feet outside the curb, was exactly five laps to the mile; and we will add that by reason of posts and one or two sharp rounds at the lower end it is almost impossible for the most expert racer to keep inside the line, so that the full mile must be made while riding rapidly.

The first event called was the first heat of the amateur two-mile race, for which had entered J. W. Wattles of Boston, Edward Burnham of Newton, R. F. Stahl of Boston, Geo. E. Frye of Marlboro', W. E. Trufant of Abington, W. H. Saunders of Boston, and George M. Hendee of Springfield; but Trufant and Saunders failed to appear, and the five others took their positions, and at the signal went away in very fair order, Wattles leading, and the second lap was entered in the following order, the men, except Wattles, who had a long advance, each about a length behind his leader: — Wattles, Burnham, Stahl, Frye, Hendee. The latter holding the League championship and a clear mile record of 2m. 55s., was expected by all wheelmen, of course, to be secure for first place, while the contest for second would be left to the others, and this expectation was soon warranted, for before the mile was completed he passed to second place, and pushed Burnham first over the line in 3m. 22½s., and before the first lap of the second mile he led the procession at a lively pace, with Burnham second, and Frye, Wattles and Stahl in that order. Frye, on the third lap of this mile, won second place from Burnham, and made a bold push to pass Hendee also, but the latter concluded to retain his lead, and on the last lap the Marlboro' man again fell back to third position, and Burnham followed Hendee second over the line. Time: Hendee, 6m. 50s.; Burnham, 6m. 50½s.

When the second heat was called, only Hendee, Burnham and Frye appeared, the others withdrawing. Hendee resigned the pole to Burnham, and at the word all started well and proceeded during four laps in the following order: Burnham, Frye, Hendee. Then Hendee suddenly spurred past Frye, and catching Burnham led him for an instant, but the latter responded handsomely and passed the mile by about six inches lead of the champion in 3m. 49½s. The second mile

was made pretty exciting at times, Burnham leading most of it, but Hendee forcing the pace as he chose, and when he finally took the result in hand he did it well, and leaving his competitor some distance behind, finished the heat and won the race in the not remarkable time of 7m. 10½s.; Burnham, second in 7m. 13½s.; Frye, 7m. 18s. The prizes in this race were: First, a silver pitcher; second, a silver cup.

Between heats Mr. Hendee gave a very creditable display of fancy riding, the best of which was the feat of riding on one wheel without using his hands, and all which elicited admiring applause.

The last and principal event was now called, and the two famous contestants, Prince and Frye, soon appeared at the judges' stand, and mounting their wheels were held in position by their attendants, each awaiting the signal to start. Prince was mounted upon the new 53½ inch Expert Columbia Racer, built expressly for him, a handsome machine, and weighing only 33½ pounds; and Frye, also, was better mounted than in his race with Vesey, having, instead of the light roadster Harvard, a fine Yale Racer, 58½ inch, and weighing thirty-three pounds. The fine appearance of the men from an athletic point of view elicited murmurs of admiration, and every one anticipated a splendid struggle. At the word "Go," Frye started off for all he was worth to make the most of his twenty seconds' allowance, and so well did he succeed that by the time Prince got his send off, the amateur had covered nearly two hundred yards. Then it was a fine sight to see Prince work his pedals to overtake him, and the steady and powerful rapidity of his motion seemed at first to indicate success, but it soon became evident that he was not gaining an inch, but the contrary, Frye perceptibly widening the gap at every completed circle for at least three miles, and at the commencement of the fourth mile he was probably three hundred yards in advance. From this point he began to slacken, and Prince began to overhaul him, although neither were riding as rapidly as at first, Frye's fastest mile being the initial one, 3m. 9½s. (which also beat the professional record, 3m. 13s., which was made by Prince against Mlle. Armaindo). Prince was now working hard, — harder than he ever seemed to before, and it was evident that it began to tell on him by the uneven motion of his body, and the anxious expression of his countenance, usually so smiling and confident. Frye, on the contrary, showed no trace of fatigue, and still rode easily and steadily, and made Prince's gain a slow one, and it was not until nearly eight miles had been covered that the latter got within a rod of him.

The shouts and cheers of the excited spectators, which were only heard before as each rider turned the curve down to the judges' stand, now became continuous, many people rushing from side to side as they approached or departed from the scratch. Prince evidently had the

most admirers, or at least the most demonstrative, and encouraged by these, he made one of his fine spurts, and after a tight struggle, succeeded in gaining the front amid the wildest enthusiasm. Frye, however, easily hung to him, and on beginning the second lap of the tenth mile he made a splendid spurt, and after a brief neck-and-neck struggle, resumed his lost lead, with Prince hugging him close. Tremendous excitement, shouts and cheers and wild uprisings and rushes of the spectators evinced their interest at this point, and several times Prince made desperate spurts to pass, and for most of the way around the last circuit the men were nearly neck-and-neck, but Frye kept his lead and came down the home stretch and over the line a full yard in advance amid the most tumultuous cheers; and as he dismounted, he was seized and borne along the course to his dressing room on the shoulders of his friends, while embraces and congratulations of satisfaction were wildly indulged in by the members of the Boston Bicycle Club, of which Frye had been a member, but had resigned on accepting Prince's challenge, so as not to compromise the club's status.

Prince was completely done up by his exertions, and at the finish was taken to his dressing room quite ill. He subsequently informed us that he was not in as good condition as he supposed himself, and that he was twice taken ill at the stomach during the race. Frye, on the contrary, was quite fresh at the close, and expressed his ability to have held the final spurt for another mile. He said he would race Prince even, another time, and referring to his defeat by Hendee for the League championship, said that he was caught napping there, and underrated his adversary's powers. The times by miles were as follows: —

MILES.	FRYE.	PRINCE.
1.....	3m. 09½s.	3m. 15½s.
2.....	6 28	6 34
3.....	9 47½	9 53½
4.....	13 11½	13 12½
5.....	16 34	16 32½
6.....	22 00	19 54
7.....	23 35	23 20½
8.....	27 04	26 44½
9.....	30 26	30 05½
10.....	33 40½	33 20½

The officers of the races were: Judges, Abbot Bassett, business manager of the BICYCLING WORLD, and F. B. Carpenter of the Crescent Bicycle Club; referee, Robert Luce of Boston; timers, R. P. Ahl of the Massachusetts Bicycle Club, J. S. Dean of the BICYCLING WORLD, and J. A. R. Underwood of the Boston Bicycle Club; scorers, W. J. Gleason of Boston, H. W. Keyes of the Crescent Bicycle Club, and H. D. Corey of the Massachusetts Bicycle Club; clerks of the course, J. E. Mellen of Cambridge, and H. W. Keyes; starter, Frank W. Weston of the Boston Bicycle Club.

The same unpleasant and unnecessary feature of overcrowding the officers' and reporters' stands obtained on this as on previous racing occasions at this place and in this vicinity. As it is prob-

able that several more important and interesting races will be held in the Institute building this winter, we hope the managers will look into this matter and devise some better plan to secure the officers against the intrusion of enthusiastic friends.

WE think Prince's defeat will benefit both him and professional racing; first, because it will make him more wary of entering or challenging without better knowledge of his possible competitors; second, because he will not neglect necessary training and condition; and, third, because the entry into the professional ranks of a rider somewhat nearer his equal, will enhance public interest in future professional contests.

OUR readers must not, as reporters for some of our daily contemporaries occasionally do, confound Mr R. F. Stahl of the Boston Ramblers, who participated in the amateur event at the Institute Fair building, Thanksgiving night, with W. W. Stahl of the Boston Bicycle Club. The latter gentleman was one of our best "flyers" on the race path last year, but has now entirely abandoned racing, although he still is and will be one of our most persistent and enthusiastic road riders. Mr. Stahl of the Ramblers, however, is a younger man, and a promising track man of the present or just past season, of whom his active and enterprising club are justly proud, and whom we expect much of next year.

WISHING to win back his lost laurels, Prince has published in the daily press a challenge to Frye to race him ten miles again, but without odds, and has put up his deposit. He says he still feels confident that when in proper training he is more than a match for Frye, and he intends from this time to get himself into condition and keep so. Whether Frye will take another step toward professionalism and accept the challenge, remains to be seen. He does not really wish to forfeit his amateur status, and as he endeavored to get League sanction, and only failed because no one officer of the body wished to take the responsibility, it is probable that the supposed exigencies (?) of the situation may furnish sufficient justification to warrant the officers at their spring meeting in granting *post festum* sanction.

THE new bicycle track at the Institute building is now open for winter practice and racing, and clubs who may want to hold tournaments, may learn on what conditions its use may be granted them by consulting Mr. Prince, who has it in charge, and will train or instruct any who may desire his services. Riders who wish to practice, only, will be charged a small admission fee.

A CORRESPONDENT of the *Bicycling Times* suggests "that the Bicycle Union open its 'gates' and form a professional branch, to which every man would pay a nominal yearly fee; and when sufficient pro's had become members, rules, etc.,

could be drawn up, and the *real* championship could be arranged under the management of the professional branch of the Union."

THE English bicycle papers are constantly getting American record times wrong, either by careless reading, or through misinformation obtained from unreliable sources. Thus the *Bicycling News* speaks of Frank Moore's record of 2m. 58s. being beaten by Hendee at Beacon Park. Moore's mile record times, made in this country in all his races, are as follows, in the order of their winning: Worcester, 3m. 21s., 3m. 24½s.; Boston, 3m. 8½s.; Springfield, 2m. 54¾s.; 2m. 57½s.; in these last, Hendee, his principal competitor, was second, in 2m. 55s. and 2m. 57½s., respectively. Moore has no 2m. 58s. record here.

At what the *Spirit of the Times* stigmatizes as an "alleged" meeting of the National Association of Amateur Athletes held recently in New York, a motion was made that the rules be amended so that members of the association be permitted to enter contests in which professional events are included, provided that no professionals be entered in the particular contests in which the members of the association compete. The motion was discussed very spiritedly, and when put to vote was carried, representatives of all but the American Athletic Club voting in favor of the amendment.

THE glass dome of the Chicago Baseball and Athletic Grounds was completed last week. The great building is located on the two blocks bounded by 238th and 240th streets, north and south, and by Wabash and Michigan avenues east and West. The space is entirely covered by the huge steel and flexible glass dome, and the walls are of sheet iron, ceiled. The interior is superbly laid out in seating stand, opera chairs, base-ball and athletic grounds in the southern end; a polo and roller skating rink floor occupies the north end of the building; a double half-mile track for pedestrians and a cinder track for bicycles completes the interior arrangement. It is lighted at night and on dark days, and will be heated by currents of preserved sunlight, furnished by the new sun and star bottling process. The ventilation is furnished by the Colorado High Altitude and Manitoba Fresh Wave Company. The building cost, complete, \$7,000,000. — *Turf, Field, and Farm.*

C. R. GARRARD, of Coventry, Eng., won the French championship and a prize valued at four hundred francs, raced for at Bordeaux, 18 November.

IN England, professional races are started from stools; that is, instead of the attendant holding his man and at the word starting him off with a push, the rider steadies himself in position by resting one foot on a stool at his side, and at the signal starts off unassisted. John Keen, referring to the two modes of starting, says that it makes a difference

of at least four or five seconds in favor of the "push off," and that, "with all due deference to Cortis's wonderful mile record, I don't think he or any other amateur could ride one mile around the Molineaux grounds, to start from a stool, unassisted, in 2m. 50s., and yet that has been done by Howell."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Poughkeepsie Pedals.

Editor Bicycling World:—The elements played a practical joke upon the 56 man and your correspondent to-day. The morning dawned clear and pleasant, and the roads were in good order for this season of the year, but we decided to postpone our ride until afternoon, and the result was, it was postponed indefinitely; for about noon it suddenly became cloudy, and snow began falling, and has continued increasing in volume until the ground is covered to quite a depth, and winter seems to have set in earnest. However, we should not grumble at missing one ride, as the autumn has been a most delightful one in every particular, a very favorable one for wheeling and, I need not add, the wheelmen in this vicinity have improved their opportunity to the utmost. I had hoped to see the season close, and be able to say, as I did last year, that no horse run-away accident had been caused by bicycle-fright, — but, alas! right on the very verge of the close, Messrs. Fitchett and Noel were unfortunate enough to met the Rev. Mr. Hamlin and wife near Hyde Park. The road is bordered by shade trees, planted very closely together, which in summer make a very grateful shade, but in autumn the falling leaves are strewn all over the road; so, as the reverend gentleman turned out on one side, and the bicycles on the other, the vehicles made quite a rustling in the dry leaves, which noise frightened the clergyman's horse so that he upset the buggy, and left very unceremoniously. No serious damage was done, and Mr. Hamlin showed himself to be a perfect gentleman, for he kept his temper in spite of the unpleasant circumstances, and he also showed himself to be a man of sound practical sense as well, for as soon as possible afterwards he made it his business to see that his horse became perfectly acquainted with bicycles, he having made appointments with several riders to meet him on the road, and from the last accounts I hear the horse has gotten entirely over its scare, and can be driven very close to a bicycle in motion, without paying the slightest attention to it. And the Rev. Mr. H. has won the hearts of all the riders of bicycles in this city, by his manly and courteous bearing in the affair. Still, I think this a good show-

ing—twenty odd bicycles ridden at all times of day on the highways, and only one scare; it would seem that the parties who harp about death and destruction following in the bicycle's wake, might better get a new subject now.

C. I. Round sailed for England last week. He expects to try all kinds of bi. and tricycles while there, and when he returns, bring some home. Perhaps we don't envy him any. Only think of it—a Poughkeepsie bicyclist in Coventry—it almost takes one's breath away. Your correspondent witnessed from his window, a few weeks since, at about half past one o'clock in the morning, a remarkable symposium of bicyclers (not in uniform). The Indian war-dance in the street car track by "Double Dicks" and "Four-Eyes" was well executed, and an effort should be made to have it repeated by these artists at the next L. A. W. Meet.

There are two new riders this fall, Messrs. G. Johnston and E. Adriance—they have waited until very late in the season to purchase their mounts, but seem to be enjoying themselves, nevertheless, and put in a vast deal of riding every day, knowing their time is short. Last spring I purchased a 50-inch Harvard. My leg measure calls for a 46-inch according to the table. I have ridden my wheel 1,400 miles, have climbed hills. I never had been able to before, on either my 46 or 48-inch, and in spite of theory, have enjoyed myself thoroughly. Some weeks ago I had an opportunity to try a 48 of the same make as my own. I gave it a good trial up hill and down, and found that instead of being more comfortable, more easily driven up hills, etc., etc., the reverse was true, and when I remounted my own wheel it seemed more like flying than riding in comparison with the other, although that was equally as good a machine as mine, the only difference being in the size. Other wheelmen's experience may differ from mine, but within certain limits I still cry—stretch out your legs and point down your toes, if you want ease and a graceful appearance upon the wheel. G. W. H.

POUGHKEEPSIE, 26 November, 1882.

Marblehead Melange.

THE Marblehead boys expected ere this to be "at home" to their brother 'cyclers in their new quarters, but owing to the dawdling of the owner the building was not made ready for them, and they have consequently thrown up their contract. They are making efforts to secure another place, but rooms such as they desire are not very plentiful in Marblehead.

The club has lost its "fifty eight" man, his tutor having decided that the time had come when he must choose between his book and the wheel, and like the dutiful student that he is, he chose the former, and his towering figure will no longer grace the ranks of the Marblehead Club. He does not, how-

ever, entirely renounce the wheel. Though no longer a club man, he is still a *Wheeler*.

The "Wicked Four" with one other club man took their last run for the season on Sunday the 26th. The day was most propitious for wheeling, the air being clear and snappy, and the boys bowled briskly over the frozen ground, save for a few miles, when a head wind somewhat retarded their motion. Boston was their destination. Dinner was taken at the St. Nicholas dining hall, 179 Eliot street, where the hungry 'cyclers were so courteously entertained that they would recommend the place to all wheelmen who have a *penchant* for excellent food and polite attention—and who has not? The proprietor, Mr. W. L. Shattuck, though not one of the guild, takes a kindly interest in wheelmen (as the writer can personally testify), and his dining-hall has echoed to the tread of many a knight of the wheel.

By the way, where are the pictures of the first Massachusetts L. A. W. run? "Geesee" is anxious to see the "counterfeit presentments" of his companions of that memorable run. Run, was it? (Perhaps it *is* rather late to criticise that performance, but as this is the first opportunity I've been able to seize, I trust my unseasonableness may be overlooked). It *was* a run out, and a delightful one, too. Good roads, a clear, bright day, inspiring air and jolly fellowship—how could it have been otherwise? But the return was a regular road race. For my own part, when I ride for *pleasure*, I don't generally try to "beat the record." But, probably, some prefer that kind of riding, so I'll say no more, except to observe that it was rather rough on the poor forty-eights.

Well, the Lawrence boys did things in fine style, as they always do. Their exhibition ball was a pronounced success, both socially and (we are glad to hear) financially. The clever programme was embellished with a dance cut by Mr. A. W. Dyer, an active member, illustrating (possibly) his favorite method of dismounting. A number of prominent wheelmen were present, and thanks to the cordiality of the Lawrence boys, who made every one feel at ease, enjoyed the affair to the utmost. Never did the moments fly more rapidly.

The Lawrence Club is the banner club of Essex County. Its president holds the same position in the L. E. C. W., and is also an L. A. W. representative. Some of the boys have made no mean time on the track, and captured several prizes, one taking second prize in the last L. A. W. races, and but for the *Æolus'* last attempt would have held the championship of the country on one-day runs. They are an energetic set of fellows, and to know them is a privilege, for a more open-hearted and courteous company of wheelmen it would not be possible to fall in with. They are the very life of the L. E. C. W. and Essex County is justly proud of them.

What is termed the "season" for wheelmen (except Wilmot, of course) has come to an end, and many of the wheels have been put away for a winter's rest; but the more indefatigable wheelmen will keep their steeds in readiness for a spin at any time the weather and roads permit—and, I doubt not, they will find many such opportunities before spring opens. It is all folly neglecting the wheel through the long winter months. There were few weeks last winter when your correspondent could not bestride his wheel. To be sure, he thus made himself a target for the would-be funny shouts of pedestrians, but what cared he! He pedalled along in the invigorating air, feeling the blood course through his veins, while his fellow-whirlers deadened their senses over hot stoves and furnaces. GEESÉE.

MARBLEHEAD, MASS., 30 November, 1882.

Albany Bi's.

Editor Bicycling World:—More enthusiastic bicyclers could not be wished for than those that form our club. Despite the steep hills and generally rough roads, our members find plenty of riding, and wheel their seventy and eighty miles a day with a nonchalance that would well compare with your Boston veterans. The cold weather has again reminded us of in-door riding, and we have secured a spacious floor at 457 Broadway, where visiting wheelmen can find and enjoy with us "a wheel around a store." Two of our members belong to the National Guard, and calisthenic exercises having been inaugurated in the battalion, the first in the series was given last Wednesday night, on which occasion bicycle riding formed the most attractive feature. The exercises were given in the drill room of the arsenal, which is fairly large, sixteen laps to the mile, and has a fine Georgia pine floor. Would that all the members might enjoy the pleasurable riding of the aforesaid two. The club is steadily increasing in numbers, and with our new uniforms we expect to rank as one of the first clubs in the State, and make a creditable showing at the meets and races the coming year.

FIFTY-INCH.

ALBANY, N. Y., 26 November, 1882.

Safeties and Safety.

MR. TERRY's demurrer (WORLD, 1 December), prompts me to say that I am confident there is no error in saying that the 'Xtra "does apply (more or less) propelling power during more than half the revolution of the crank." I accept also the conclusion, that there *is* no dead point (as there is in other bicycles, the *Facile* included), and that there is a time power can be applied simultaneously to both cranks, and this by pushing. This seeming paradox arises from the peculiar working of the grasshopper leg. I am under the disadvantage of having no machine at hand to test, and I *may* be wrong; but if any 'Xtra owner will mount his machine when raised from the ground I think he will find himself able to start

the wheel, from the saddle, in any position of crank. The power applied is, however, too slight to have much value, and yet, as this semi "continuous" propulsion is a point on which friends of the 'Xtras lay great stress, it should not be denied the machine unless experiment, made as just suggested, proves its unreality.

I am interested that Mr. Terry follows my own line of analysis of foot travel, and so I set his figures for a fifty 'Xtra in comparison thus, five-inch crank being used.

Foot Travel.	Inches per revolution.	Feet per mile.	Miles run by wheel for each mile run by the foot.
50 'Xtra	35.6	1,195.3	4.41
50 Ordinary	31.4	1,056.0	5.00
40 Facile	21.0	883.0	6.48 feet.

I have not seen the Dutton, and have no special care to see it. It possesses the merit of vertical action, but the leg must be raised again by the direct push of the opposite one; the ratchet device and the gear are noisy, and objectionable; and the surrender of all power to back pedal is alone enough to condemn the machine, with me.

The makers of the Facile could testify to my persistent desire to discover its disadvantages,—the advantages being more easily found. I feared much, and expected somewhat, that I should find some price necessary to be paid in consideration of safety. But I have been agreeably disappointed—I have not found, as yet, that the safety costs anything. The Facile in my judgment, is easier and more comfortable than the ordinary in every way, is superior to it in steadiness of steering and smoothness of running,—less fatiguing to handle and push ahead on hills and rough work, and not materially inferior in speed. This may seem paradoxical, but the driving device has the practical effect of gearing up,—that is, it enables the wheel to be easily revolved enough faster to offset the decrease in size. I do not know any desirable quantity of the ordinary not retained by this little "jigger," not even shapely appearance; and if anybody insists upon danger I will guarantee that he can break as much of his anatomy with the Facile as he chooses, *provided he tries*.

This last paragraph is not more to cover my whole personal testimony, for the benefit of riders who are interested, than to attest my conviction that the quality of safety is hereafter to receive a more just consideration. If we had to go hard, or go slow, or become guys for the populace, in order to go safely, that would be different; but is hazard of itself desirable? If you think so, yes; but I observe that brakes are not generally objected to, although a brake is sometimes the reverse of safety. I have never noticed any marked preference for thin ice, and even the small boy who drowns himself every season, does not want thin spots, but simply can't wait; or for horses which have the reputation of going out with four wheels behind and

returning with two or less; or for guns that do not profess to be of good steel or even for bicycles which boast of flawed back-bones. But if the fascination of the wheel is in the risks, wouldn't a cracked frame add another touch to the zest of coasting? Or is it that the sport must not really be dangerous, but must only appear so?

I can't assume to answer these conundrums. I don't expect that the rider whose fancy is to go off lightly on his ear and thrill the passer-by with a how-in-the-world-do-you-manage-to-do-it admiration will touch a "safe" bicycle, at least until his experience urges him. The 'Xtra is too much like a camel, and the Facile is down too near to the ground, you know. But I don't carp at my airy neighbor, and I don't doubt that there will be enough of him to keep mortal for the ordinary bicycle indefinitely. Selection is free, and those who object to safe riding can avoid it; *my* contention and satisfaction are that the selection is just as free and broad in the other direction, and that neither fear, nor difficulty, nor clumsiness, nor age, can longer debar the possessor of sound limbs from adopting and cleaving to the two-wheeled steed.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 2 December, 1882.

New York in Washington.

Editor Bicycling World:—New York, Anno Domini 1882. Cold and chill beneath the spell of icy November, but warmly shines the red light from Ixion's windows, where the clans are gathering for Washington, and the roll is called. "Ixion?" "Here!" "Citizens?" "Citizens?" (louder), but echo answers not. "Manhattan?" "Here! (but weak and faint)." "Lenox?" "Lenox?" "New York?" but only the shadows deepen. "Bridgeport?" "Here!" "Mt. Vernon?" "Here!" "Kings County?" No answer; Brooklyn is asleep. "Pittsfield?" No answer still; it is too far away, and Thanksgiving turkey outweighs the capital. Last, but not least, is heard, "Boston?" but no "Here" responds; the Hub is whirling on at home in its own groove, and will not depart to foreign shores. But the forlorn hope musters its men and finds itself not left entirely. Five Bridgeport men come smiling to the fore, with four of Ixion; Mt. Vernon next shows three, and then Manhattan stops the list with one; and so they steal away, and traversing the city's breadth, come, at the last, to the fair land of Jersey, where waits the train, and where they find that from the ranks of Massachusetts has stolen away one member having the heart to do and dare, Griffith by name. All honor be to Massachusetts. And now they store their wheels safe for the trip, and then themselves esconce in berths within their car; and then they leave, and speeding all the night through a fierce snow blast, that covers all their pathway with a mantle white and deep, waken at early gray of morning, to see come looming up

the capitol's great height, and over all (worse disappointment) the snow. Met at the depot by Mr. Howard, of the Capital Club, they do full justice to a good breakfast at the National, and afterwards, in going the round, find that, though many have stayed at home, many have come; enough to recompense, in part at least, the Washingtonians for their efforts to bring order out of this chaos of slush and mud. After a morning of sight-seeing, and of some mashing, in the National Bureau of Engraving, they gather in the afternoon to meet the rest at the headquarters of the Capital Club. There, at full length, before the meeting, Mr. Hawley laid the status of affairs, the snow, the weather, slush, the wretched track, and they came at last, after opinions heard, to the determination to postpone till May of 1883 the races, but to have the fancy riding come off the afternoon of the day following (Thanksgiving) and the parade the morning of the same day, as all agreed that by that time, what with the sun, which was just beginning to show himself, and the weather, which was getting milder, the asphaltum streets would not require much time to drain themselves and in the meantime there was the evening, and the resident club endeared themselves still further to all hearts by making them invited guests to that evening's banquet, which they gave at the Riggs House, instead of at the Arlington, as was at first proposed. For this they gathered, as darkness fell, and marched in order and by twos, with bugles playing and banners flying, from the club rooms to the hotel, passing the Templars' ranks *en route*, and gazed at by the shouting crowd.

To the banquet I cannot do justice in words, but let mouths and hands speak for themselves. Suffice it to say that it was a credit to the givers, Washington, and the cook.

The speeches followed as a matter of, and as the last, course, and from that of Mr. Hawley (the first) to that of the Klub Kat (the last), which was finished by a well rounded period, and the simultaneous dropping of its tail between its legs, they were, one and all, impressive to a high degree, and worthy of being imparted to posterity, (thanks, Colonel, I never take anything, now the penal code is on its legs) and I would almost remind Messrs. Garvey, Coleman and Trego that my compliments are disinterested ones, and proceed from pure and unadulterated admiration, as Mr. Phillips can doubtless testify. In the words of a truthful reporter, the meeting then dispersed to their several hotels. The New York delegation stopped in at the Metropolitan, on their way, to make a quiet call on the Baltimore men, and found from the warm reception they received, that pandemonium was nearer by several degrees than they had any right to expect from the weather outside. The room was a large one, with about twenty cots in it, and it is not exaggeration to say that not a cot was on its legs, or a pillow, bolster

or sheet in its proper place, and several pillows wandered to my head before we got out, which we did in a hurry; but as we did, we left a sting behind, for we turned out the gas, and you can imagine what followed.

We found the moon shining clear when we went out, and by ten o'clock the next morning the roads were all drained and dry. We mounted for the parade at the east front of the Capitol, and had a fine ride of about fifteen miles, and turned at the last and rode down Pennsylvania avenue, which, lined on both sides, from the Treasury buildings to the Capitol, with a sea of faces, presented a spectacle that we are not likely to forget soon. We only had, 't is true, about two hundred riders, but they made up in enthusiasm and style what they lacked in numbers, and we are only sorry that there were not treble the number there to have enjoyed it with us.

The next event on the programme was the fancy riding at the east front of the Capitol. This had three exponents, Harry Tufts, Burt Pressey, and Rex Smith. The two first named gentlemen went through their usual repertoire with their usual grace and skill, Mr. Tufts being rather unsuccessful in one of his chief tricks, having to make four attempts before he attained it. Mr. Pressey's fancy riding on the Star is novel, and being so different from that on the regular machine always takes very well, and there is no doubt that he is an adept. Mr. Smith's exhibition, however, was remarkably fine, several of his tricks being original and finely executed, and his finally riding on one wheel without the backbone and little wheel, brought down the house, and a shout went up that woke all the echoes in the vast building in front. By this time it was getting very cold, and the crowd, amounting to about 10,000, was steadily encroaching on the space reserved, so it was decided not to have any drill, and we dispersed, and thus ended the day's impromptu programme; and after some desultory riding around the beautiful streets, and some hobnobbing with our entertainers, we made our way to the depot; but not all of us, for some had decided to stay over till Sunday, and enjoy some more of the elegant riding. We who were leaving found some difficulty in getting through the dense crowd of Knight Templars bound for Baltimore, on the same train, but at last we got our wheels aboard with the help of our "Capitol" friends (without whom we would have fared badly indeed) found our sleeper, and found it besieged by the Templars, who seemed determined to storm it. Thanks for hospitalities being rendered with renewed assurances that May of 1883 would see us again their guests, a last shake of hands was exchanged, and we glided out of the depot which lay behind, with its glimmering lights, while in the background rose the mighty dimensions of the Capitol illuminated from base to dome, and gleaming like some giant cas-

tle in the air, while in front lay the darkness into which we plunged, devouring the miles between us and our homes.

It was very unfortunate that the weather was such an obstacle to the entire success of the meet, but the Washington club showed true grit, and rose superior to adverse circumstances, which at first seemed almost insurmountable, and we came away thoroughly satisfied, inasmuch as it brought out qualities which conjured light out of darkness, and made us feel the disappointment more for them than for ourselves. Success, then, to the Capitol Club in all its future ventures, and may its members never diminish, and the tail of its Kat never grow less.

We had a good time, there's no use talking. We noted with interest the many fixtures at the club rooms and their arrangements for machines and lockers down stairs. We followed in the tracks of the Philadelphia men through slush and snow on the sight-seeing tour, got weighed with Trego in Iowa, and went where Day led to Ohio and Arkansas, subscribed for watches in Illinois, and stamped with Jo Pennell on the cold asphaltum with the thousands on every side, while he and I sighed in unison as we gazed on Second-place Pitman, perched in a carriage near us, with his arm around the Farmer's Daughter. (Do you prefer shingled hair, Pitman?) Nor were we surprised when Harris's gold machine first of all kissed mother earth—or rather asphaltum. We had a good time, we repeat, but we are laying for May, being anxious to repeat the dose.

The next thing is the ball of the Kings County Wheelmen to-morrow night, and we are getting ready for it. The appearances show that the split is a foregone conclusion and color is lent to it by the assertion that a number of the men opposed to Mr. Bidwell's project have joined or are going to join a new club just organized there with a charter membership of twenty. Well, to-morrow night may tell the story.

Rah! for Mr. F. G. Bourne, first B. T. C. Consul for State of New York. CHIC.

NEW YORK, 3 December, 1882.

Bicycle Union.

At an executive meeting held 7 November, 1882, the following resolution was unanimously passed:—

"That the executive having perused and considered the rules and objects of the Australian Cyclists' Union as submitted to them, do cordially recognize that association as now constituted as the governing body in cycling matters in Australia."

The following recommendations were passed, to be put on the agenda for next council meeting:—

"That the executive, at the next council meeting, do propose that the executive be requested to exercise, in future, at their discretion, their power to suspend or disqualify any rider who, in their

opinion, rides in a race for the purpose of advertisement."

"That the executive be requested to exercise in future cases, at their discretion, their powers to suspend or disqualify any rider who shall compete for money or value at option."

"That the council withdraw the recommendation 'to offer as value a prize,' and that a rule be made to the same effect, the penalty for infringement to be suspension or disqualification of the competitor."

Gleanings from French Exchanges.

LIFE OF SCURI, THE MONOCYCLIST. — Scuri was born at Como, 13 September, 1861. He left, when ten years old, his native town, and along with the other members of the family, took up his abode in the province of Milan. At the age of sixteen he was sent to college by his parents, and afterwards was sent to learn the machinists' trade. It was then that the idea came to him of building a monocy- cle. His first machine was fitted with a combination of levers and gears, and weighed eighty-one pounds. A few months after he perfected his machine and reduced it to the simple form which he uses now.

On 30 June, 1880, Scuri appeared before the Véloce Club of Milan, and gave his first exhibition, and received, as inventor of the monocy- cle, a gold medal. A month later he set out on his machine to go to Paris; but while in Turin he was engaged by a circus manager, under whom he has given exhibitions in the various cities of Italy and England.

THE *Véloce Belge* facetiously remarks that American riders prefer rat-trap to rubber pedals for racing, and that when using the latter they find it necessary to take out a larger accident policy than usual.

THE tribunal of Bauge, in France, sentences to three months' imprisonment a man who threw a pickaxe at the head of a bicycler who was riding on the road. The bicycler was severely injured.

SUNDAY, 22 October, Terront gave a dinner to his numerous friends, in honor of his return from the military service.

IN Paris, about five avenues, four squares, and sixteen streets, are forbidden ground to wheelmen. The police have the right to refuse the use of any other street or avenue to 'cyclers, if it appears necessary to do so.

A Romance for Wheelmen.

He rode a "bi," and she a "tri."
Their meeting was fortuitous,
For he had split while "flying" down
A steep road and circuitous.

And she descending, saw him lie
By the roadside, recovering
As best he could. She stopped to help—
And so began the loving.

They fixed the matter very soon,
Her parents were negotiable,
They wed. The "bi," and "tri," were sold,
And now they ride a "sociable."

— Cyclist.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Fred. T. Sholes, secretary, Box 93, Cleveland, Ohio, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor *Bicycling World*: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

WORCESTER ÆOLUS WHEELMEN. — Frank P. Kendall, P. O. Box 839; Frank E. Higgins, 284 Main street; Charles Bruso, 23 Webster street, all of Worcester, Mass.

UNATTACHED. — Ed. C. Wilson, Olney, Ill.

Editor *Bicycling World*: — I have this day appointed Mr. Fred. Jenkins of New York, a member of the Racing Committee, vice J. S. Dean, resigned.

W. H. MILLER, *Pres. L. A. W.*

COLUMBUS, OHIO, 4 December, 1882.

Attention, Chief Consuls!

THE time is now ripe for action in all branches of L. A. W. work, and we certainly think that all are prepared for work. Our treasury must be filled before much can be attempted, and will you, individually, and through your representatives and consuls, exert every effort to bring in the delinquents, as also the names of applicants. An excellent movement has been almost simultaneously instituted by three of our chief consuls, and so far as credit is concerned, they are all upon the same footing, as they individually inaugurated the new departure in their respective States with no mutual understanding, apparently. We refer to Chief Consuls C. D. Standish of Michigan, Fred. S. Pratt of Massachusetts, and Charles A. Hazlett of New Hampshire. They have been furnished from this office with a full list of L. A. W. members under their jurisdiction, including both the paid and unpaid. Consulships are to be established at all important points, while the unpaid are to be seriously interviewed, and we sincerely hope that hundreds of this class will be restored to the fold. Will every chief consul please read carefully the report of the last meeting of the officers of the Massachusetts Division L. A. W. as it appeared in the last number of the *BICYCLING WORLD*, and observe what is to be tried in that State. We fail to see any reason why the L. A. W. should not to-day have upon its books an active paid up membership of 7,000, even in excess of the B. T. C., which our English cousins have so successfully conducted. National pride alone should spur us on to activity, so that we are unexcelled. We now have three enterprising and enthusiastic officers striving to bring their States upon a stage of excellence not to be surpassed; may they succeed as they deserve. Under our new constitution the executive officers can best reach the individual members through our efficient State organizations, that is what we are now trying to do, and from all quarters we are almost daily receiving letters of encouragement. We will be only too glad to supply any chief consul with a complete list of all his members upon application. Don't apply unless you mean business. Hard work is what we want and *must have*. We are willing to bear our share. Don't spare us. Yours fraternally,
W. V. GILMAN, *Treas.*
NASHUA, N. H., 4 December, 1882.

A Letter

ADDRESSED TO MASSACHUSETTS WHEELMEN WHO ARE NOT LEAGUE MEMBERS.

Gentlemen: — The touring season for 1882 is ended, and the undersigned take this occasion to review briefly the recent history and present outlook of L. A. W. matters, especially such as concern more directly the wheelmen of Massachusetts. In now advocating the claims of the only organized 'cycling fraternity of America, we are enabled to commend its merits to your attention with more confidence than ever before. The aims and objects of the League have always been praised, and since, under the present system, there is every assurance of a hopeful future for the enterprise, it is entitled to your unreserved sanction and support. Much has been said, and with more or less justice, in criticism of the League's management, but each year is bound to add a valuable experience and consequent proficiency in conducting a somewhat difficult work. This year a new *regime* is in active operation, and by enabling each State to control its own affairs, the business of the League is more easily handled, and its benefits are becoming correspondingly apparent. The chief objection that has hitherto been urged against the policy of the League is now fully met by bringing its duties and privileges within the reach of individual members, besides supplying advantageous methods for concerted action.

The Massachusetts division was organized 21 October, under the most promising auspices, and invites your co-operation in the work that is laid out for the coming year. Its officers are sparing no effort to advance the interests of Massachusetts wheelmen by improving touring facilities throughout the State and arranging numerous meets, runs and races to enliven the riding season. The forty consuls already selected are men of known ability and enthusiasm, and with additional appointments, another year will find an active League representative in nearly every Massachusetts town where wheelmen reside. The preparation of road maps and posting of guide boards are to be important features in next season's work. The Massachusetts division is emphatically a non-partisan body, designed to unite the League members of the State in securing the highest results of intelligent and harmonious action. No party dissensions which may vex the fraternity at large need invade this camp, for our immediate local interests will suffice to engross our attention.

The League of American Wheelmen demands your support as the recognized bicycling institution of this nation. The Massachusetts division summons you to join in its undertakings since you will naturally enjoy a share of its benefits. Your continuance and your dollars are essential to the complete success of the State department, which is destined to become a useful ally in the common cause. Do not wait for a new League year to begin (1 June, 1883), but apply immediately to Corresponding Secretary Sholes, as directed in the L. A. W. column of this paper.

Every League member in the State is likewise a member of the Massachusetts division, and entitled to all its privileges. The same entrance fee (\$1.00) covers membership in both National and State bodies. Correspondence in relation to the business of the L. A. W., or Massachusetts division, may be addressed to the division secretary, who will also furnish blank applications for membership when desired. Special inquiries will receive prompt attention from members of the executive board or local consuls. Fraternally,

FRED. S. PRATT, *Worcester, Chief Consul*,
C. P. SHILLABER, *Boston, Treasurer*,
F. B. CARPENTER, *Boston*,
H. W. WILLIAMS, *Boston*,
CHAS. L. CLARK, *Newton*,
F. H. JOHNSON, *Brookline*,
FRANK S. WINSHIP, *Lynn*,
A. J. PHILBRICK, *Salem*,
M. D. CURRIER, *Lawrence*,
EDW. K. HILL, *Worcester*,

L. A. W. Representatives and Massachusetts
Executive Board.

F. P. KENDALL,

Secretary Massachusetts Division.

Box 839, Worcester, Mass.

Ixonics.

WILL "London W." please accept the grateful thanks of the Doctor for his timely suggestions *anent* tricycle saddles?

ALSO those of "Ixion," who finds far less exertion for his ancient bones since a saddle supplanted the seat in his 'club' bus.

THE Doctor, who became accustomed in a few rides to the change from cushion to pig-skin, is enthusiastic over the advantages of the latter, and, I think, will

not soon forgive me for selfishly monopolising that luxury — of course in perfect innocence that she could share its comforts — for several months.

THE saddle, she finds, gives increased comfort, less fatigue, and perfect immunity from pedal slipping that troubled her not a little while using the old seat. Trixlers who have used the Cheylesmore action geared down to forty inches or less will understand this tendency.

NOT the slightest change in dress is necessary, but all the fair 'cyclers in Jersey are agog to see the divided skirt that has excited so much attention and comment on the other side. Of course I mean excited attention in print, one of its good points being that there is nothing unusual in its appearance.

HAS any tricyclist ever buckled his wheels from the lateral strain caused by centrifugal force in spinning round a corner, that is without an upset? I saw a 56-inch Harvard nicely doubled up once by a capsized, produced by attempting to fly a curve.

THAT strain must be considerable, for in coasting a curve the other day at a fourteen-mile gait on the bus, my companion and I were tipped strongly toward the outer edge. The machine behaved nobly, neither slipping nor swerving, but this I attribute to its breadth and exceptionally steady steering.

THE inventor of a practical differential gearing for tricycles, one that will be simple, efficient and strong, will confer a benefit upon long-suffering 'cyclers too great to be realized, an attachment by which the shifting of a lever would convert from say 52-inch to 38-inch, would add immensely to the comfort and delight of wheeling. As it is, if your tri. runs as a 52-inch, it bowls along beautifully on level roads and down hill, but nearly kills one to drive it up any decent grade or through soft surfaces. On the other hand, if it is geared down to thirty-eight inches, you will be delighted at the ease with which you ascend apparently insurmountable hills and plow through beds of sand, but vexed and humiliated to find that while driving your pedals at top speed, sweating at every pore, and out of breath, you are crawling along at a paltry ten or twelve-mile gait. Now then, inventors! Ixion.

Cycling Memos.

I MUST confess to feeling a little out of sorts this week, owing to several reasons, one being the way in which my "memos" of last week were slaughtered by the "typo" and proof reader, and I would add the editor, but I am afraid this column would be marred by one of his footnotes.

My wrath was somewhat lessened by the receipt of these 'X tr'ordinary lines from the bantam chanticleer of wheely song, alias Juvenis: —

By lapse of wheels as well as years
Forewarned to be more wary,
In 'eighty-two he calmly steers
A safe 'Xtraordinary.

I CAN vouch for the correctness of this statement, and may add that "Juvenis" rides faster and better on the 'Xtra than he did on an ordinary bike.

ALTHOUGH I should much prefer the regular thing or a trike, I can very well appreciate the fact that for many the 'Xtra is just the thing.

It is certainly evident that "Juvenis" has lost none of his poetical spirit by the use of levers.

I FIND in drifting around among the boys that it is the general impression that while Prince was pretty well done up in his race with Frye, that he decreased his chances of winning by an error of judgment.

It may be a little presumptuous in these ribald youths to teach an old hand like Prince how to race; and yet I think their opinion is not without foundation.

At the end of the first five miles Prince had only gained about a second and a half, but by continual spurting in the next three miles he managed to get on Frye's back wheel.

Now the opinion seems to be that he should have stayed there until the last lap, when his chances would be rather better than Frye's.

BUT no, he kept on, and Frye was content to remain in the rear until nearing the last lap, when he went to the front, and won the prettiest race ever run in this vicinity.

SPEAKING of racing, I would like to give a member of the "Ramblers" a little piece of advice, trusting he will receive it in the same kind spirit in which it is offered.

IF he would use more judgment and not run himself out by spurting in the first of a race, he would no doubt get a place at the finish.

It is a rare man who can lead off with a spurt and finish well, as has been illustrated in hundreds of races.

I HAVE done a little path work myself, and know how it uses one up to rush things from the start.

WE may look for some excitement this winter if Ahl and Hendee should meet in a mile race.

I AM told that the former will commence training immediately, and he has the speed, so look out, Hendee!

THE latter is the coolest fellow I ever saw for a new man, and the way in which he yawned when about to mount his machine at the scratch was highly amusing, and looked as though he considered the whole affair a huge joke, and an exceedingly stupid one.

THE way he spurted, however, convinced me that he was not asleep nor dreaming. In fact, I think his competitors will have to get up pretty early to catch him napping. LONDON W.

Application for membership of the Bicycle Touring Club:—Alfred Ely, Jr., 11 Granger Street, Cleveland, Ohio.

I AM anxious to see the costume Mrs. King, secretary of the Rational Dress Society, proposes submitting as a model for the ladies' uniform of the B. T. C. Those who do not ride much, and, therefore, do not think it necessary to have a costume especially for tricycling, might adopt a plan that has been suggested to me, and which, I am assured by those who have tried it, answers admirably, that is, to have two pieces of broad elastic sewn inside the hem of the dress, through which the feet are to be put; this effectively prevents the dress from rising up, and can easily be adapted to any ordinary walking skirt.—"*Dot in Tricyclist*."

IT is all very well for punctilious amateurs to object to makers endeavoring to get big things done on their machines by ordinary riders—that is, gentlemen following some of the ordinary occupations of life—and then get the fact widely promulgated; but we must say that on the face of it, it seems simply a legitimate mode of advertisement. It should be remembered that if there had not been in the past such energetic men of business, no one would have known to the extent they now do, what could be got out of either bi. or tri. We cannot see who is injured by the process except a rival maker, and the remedy in his case may be found in the words, "Go thou and do likewise."—*Cyclist*.

The Wheel.

SEE the wheeler with his wheel,
Silent wheel.
How many murderous thoughts pass through our mind
as past he steals;
As he glides along the pave
With the silence of the grave,
And the crystalline glittering of nickel-plated steel
Bursts upon th' enraptured sight,
As it flashes dazzling bright,
Till the gamins with delight
(Which the ordinary mortal and pedestrian cannot feel),
Yell out, "See the blooming hijit on his altitood'nous
wheel,
On his lofty and exalted and velocipedic wheel,
On his wheel, wheel, wheel, wheel, wheel, wheel, wheel,
On his lofty and velocipedic wheel."

Hear the tinkling of his bell,
Little bell,
As it warns the folks to give him room before he gives
them—Tophet.
And he dings it all the while,
With a feeble, vacant smile,
As he works his number twelves in a rhythmic kind of
style.
And the people, ah! they think,
"When they hear that tinkle tink,
Here comes old Darwin's lost one! here comes the miss-
ing link."
And they positively feel
Like smashing up his wheel,
And implanting on his pantaloons some wounds that
wouldn't heal,
That would cause him to stand upright as he takes his
midday meal.
And wou'd give him heaps of trouble as he sat upon his
wheel,
On his wheel, wheel, wheel, wheel, wheel, wheel, wheel,
On his nickel-plated, highly polished wheel.

—Exchange.

CURRENT CALAMO

HARVARD College Bicycle Club has ninety-three members, all riders.

THE Halcyon Wheel Club of Nashua, N. H., rises from the ashes of the Nashua Wheel Club.

FOUR of the Columbia Bicycle Club of North Attleboro' attended the Washington meet.

THE Prince-Frye race was the most interesting and the most exciting contest yet given in New England.

A CORRESPONDENT suggests that Boston bicyclers present "Papa" Weston with a pistol which will "go off" at races.

CAPT. BINFORD of the Pawtucket (R. I.) Club collided with a hose carriage last week and smashed an Expert and two toes.

P. DEVILLERS has retired from the editorial management of *Le Sport Velocipédique*, and that excellent Paris bicycle journal will be conducted by Henri Pagis, hereafter.

W. H. EDMANDS, leads the Boston Club in his attendance upon club runs; C. W. Fourdrinier and J. S. Dean being second, each having attended the same number of runs.

MR. J. A. J. WILCOX, of the Chelsea Bicycle Club, has engraved for the new edition of Hawthorne's works a portrait of that author, from a photograph in possession of the family.

IT is proposed to underlay the Western Boulevard, in New York, with steam pipes, to prevent snow accumulating in that thoroughfare; and the bicyclers of Gotham will like that.

THE *Cyclist* is looking after shaky and swindling bicycling firms with a sharp stick—so to speak—and there are not a few of these over the water, we infer, as some of our riders here have been duped by several.

ENGLISH tricyclers who are discontented with the results of the amalgamation with the Bicycle Union, are talking of reorganizing a separate tricycle organization; and we should suppose it is the proper thing to do, under the circumstances.

THE Canadian Wheel Association's paper, *The Bicycle*, is a readable and spicy sheet, but we don't quite agree with its assertion that the L. A. W. is going "down hill." On the contrary, it will always be the principal wheel organization on this continent.

THE Khedive of Egypt has ordered a single and a "sociable" Challenge tricycle, both machines to be full plated and fitted with lamps, ivory handles, and blue velvet cushions, with the royal monogram worked thereon. The machines will cost forty guineas and fifty guineas, respectively.

OUR correspondent, "Practical," writes us that he challenges "Cyclos," and other "flying start" advocates to an argumentative correspondence, in the BICYCLING WORLD, on that "pet hobby" of theirs, and he wants them to begin with something worth knocking down. Now, readers, clear the ring!

AN application from English bicyclers and tricyclers for the same privileges

granted drivers of hackney carriages, to pass in and through Richmond Park, was refused, the authorities not considering it expedient to make any alteration in the rules which prohibit velocipedes being taken into the park.

FRYE says that he now wants to race Prince on even terms — no more odds conceded him. Prince, hearing of it, says: All right; let him put up his deposit, and I will cover it for any amount. Both the champions being in this harmonious state of mind, we shall doubtless soon witness another splendid event.

THAT lively organization, the Champion City Bicycle Club of Springfield, O., recently gave a reception at their headquarters, which was enjoyed by a large number of guests. The principal feature of the occasion was a burnt cork minstrel show very successfully carried out, and this was supplemented by dancing, in which all participated.

THE *Bicycling Times* mentions a worthy town councillor, who, recently presiding at a concert given under the auspices of a bicycle club established in and named for the ward he represented, referred with glowing pride to the low death-rate in the city, attributing it to the existence of the bicycle club, which had been established about three years!

WHETHER John was or was not, as he claims, in proper training for his race with Frye, it was evident that even at his best he could ill afford to give the latter an allowance of twenty seconds. However, he was fairly and squarely beaten on his own terms, and if he was not in as good training and condition as he supposed himself, it was his misfortune, and not an excuse.

THE Boston Chop Club, which is composed of members of the Boston Bicycle Club, sat down to their initial weekly

"chop" at the latter's club-house, last Saturday evening. The club is officered as follows: President, W. V. Bert; secretary, H. S. Russell; purveyor, F. W. Weston. These "chop" nights will be held every Saturday evening during the winter season.

THE *Wheelman* has issued a partial prospectus for 1883, in which are mentioned many attractive special articles and stories for the coming year, and evidently its publishers are determined to make the magazine both interesting and instructive to the general public as to the great body of bicyclers, and while it is as deserving of the encouragement and patronage of the latter as at present we wish it success.

THE Washington races were deferred, on account of the snow storm, until next May, and the parade of the wheelmen took place on Thursday, about two hundred being in line, and the route about fifteen miles. Rex Smith took first prize for fancy riding, and Harry Tufts second prize. Smith uncoupled his bicycle backbone and small wheel, and substituting a "bob-tail" backbone, circled about the Capitol area on one wheel, *à la* Scuri, to the delight and surprise of thousands of spectators.



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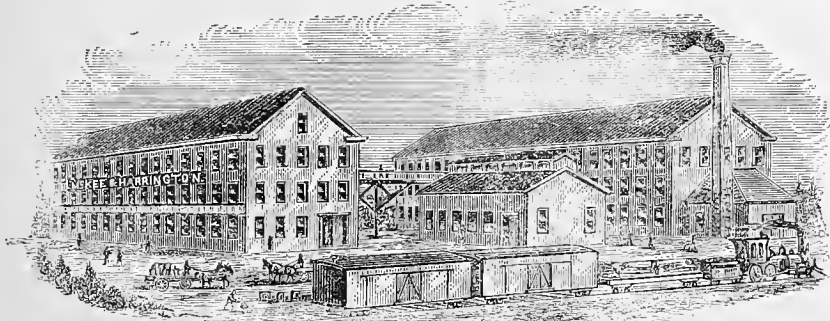
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Volume VI.
Number 6.

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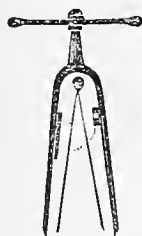
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SPECIAL NUMBER

OF THE

BICYCLING WORLD

To be issued early in

JANUARY, 1883.

We shall issue, early in January, a special number of the *Bicycling World*. It will contain the following features:—

The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue.

A full and complete list of clubs, with officers, etc.

Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year.

Tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle.

Notable performances on the bicycle and tricycle in America and England.

Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England.

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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 FEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 15 DECEMBER, 1882.

TRANSATLANTIC COMMOTIONS.

ENGLISH wheel associations are just at present undergoing crises incidental to all large and powerful organizations, and which, according to the success of one or the other of the differing parties, will have an important bearing on the sporting interests of our pastime. First, the ultra conservative element in the Bicycle Union is making a systematic and formidable attempt to restore the iron-clad rule defining an amateur, which excluded artisans, mechanics, laborers, etc., and dissatisfaction because some winners of recent amateur events belonged to or were interested in those classes is being used as a lever to effect their desired result. That they will succeed in their efforts to secure such illiberal and suicidal action we do not believe, because

progression and not retrogression is the fashion now in all enlightened public bodies. Another discontented faction is in the tricycling ranks, and this faction seems to be divided into two interests, viz., those who favor maintaining the road racing contests (which are violations of the laws in relation to highways, and are condemned generally by the more wise and far-seeing) and those who believe the interests of tricycling will be better encouraged and protected as an independent organization apart from the Bicycle Union, with which the former Tricycle Association has become amalgamated during the present year. The recent tricycle conference, a brief account of which is given elsewhere in this issue, was called virtually for the furtherance of both these objects, but its promoters were defeated by the strategy and numerical strength of their adversaries present. Much ill-feeling has been engendered by the action and result of the conference, and it is not improbable that an independent tricycle organization will speedily be formed, and as the number of three-wheel riders is steadily and rapidly increasing, there is little doubt that such an association can maintain itself successfully; and although there is likely to be more or less bitter antagonism between it and the unionists for some little time, yet the estrangement cannot last forever, and we shall expect, by another year, to see both riding and working together amicably and beneficially for the general good of wheeling. Of course we cannot, at this distance, fully understand or appreciate much of the undercurrent of wheeling politics over there, but to the superficial observer the conditions and prospects of the dispute are as we have described.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB:

Wednesday, 3 January. Annual election of officers.
Wednesday, 7 February. Fifth annual dinner.

To Secretaries of Clubs.

We have sent a blank to the secretary of every club of which we have record in this office, asking for statistics to be used in the special number which we shall publish about 1 January. We do not know that we have been able to reach all the clubs in the country, and if this should meet the eye of any club secretary who has not been favored with a blank, he will oblige us by forwarding to us on a postal card the following statistics: Name of Club; City and State; Date of organization; Captain; Secretary's address; Present number of members. We have no record of Clubs in the States of Delaware, Georgia, Florida, Mississippi, Arkansas,

Oregon, Alabama or Nevada. We wish to hear from the territories also.

MARBLEHEAD BI. CLUB. — John W. Richardson has been elected sub-captain of the club in place of Charles W. Wheeler, resigned. The new club headquarters are expected to be ready for occupancy early next month.

CAPITAL BI. CLUB. — The semi-annual election of officers of the Capital Bicycle Club of Washington, D. C., took place 9 December, 1882, with the following result: President, Leland Howard; vice-president, Philip T. Dodge; secretary, S. Preston Moses, Jr.; treasurer, Francis C. Donn; captain, L. W. Seely; sub-captain, Max. Hansmann; jr. sub-captain, Harry Davis; executive committee, the officers *ex officio*, Thomas C. Tipton, Chas. Flint and T. A. Berryhill, who holds over from last term. The club now has fifty-five active and nine honorary members, the active membership being limited to sixty. It is in good financial condition and full of life and vigor. The term of the new officers commences 1 January, 1883, and on 31 January, the fourth birthday of the club, will be appropriately celebrated.

L. W. SEELY, *Act. Sec.*

The Kings County Wheelmen.

THE second reception of the Kings County Wheelmen, of Brooklyn, N. Y., was given Monday evening of last week, according to announcement, in Clynier Hall, and was brilliant, of course, as all social gatherings of this fine club are. The hall was tastefully decorated and bright with flowers, and from the chandeliers depended cages of canaries whose almost continuous chirping added to the general brightness and animation of the scene. The wheelmen, a number of whose bicycles decorated with the club colors ornamented the hall, generally appeared in uniform, although many were in evening dress. Previous to the dancing several bicycling exhibitions were given by D. J. Canary of Hartford, Crawford Mason and F. S. Rollinson of New York, all three performing their difficult feats creditably. Dancing began about eleven o'clock, and was continued into the small hours. Among the clubs represented were the Ixion, Mercury, Manhattan, Lennox and City Clubs of New York, the Utica, Brooklyn and Long Island Clubs. The floor was managed admirably by Messrs. F. J. Smith, J. H. Lephart, and Alexander Schwalbach, who, with Mr. Schwalbach as chairman, formed the Committee of Arrangements, and deserve especial credit for the success of the affair. The Reception Committee consisted of Sub-Captain Ephraim Johnson, chairman, Capt. Ed. F. Fisk, Tom Broome A. G. Scholes, H. H. Stults, Geo. H. Bogert, Robert B. Moss, W. H. Austin, H. J. Hall, Jr., G. Bozzo, A. G. Moseman, R. V. R. Schuyler, Harley D. Nichols, Charles Schwalbach, W. D. Bloodgood, F. H. Douglass, W. L. Samson, Ed. Pettus, R. F. Hibson,

F. G. F. Barlow, John Clark, George W. Browne, H. Rogers, T. W. Rogers, George H. Hooper, George R. Bidwell, A. C. D. Loucks, J. M. Sorzano, James Owens, George T. Brown, Warren L. Strong, Messrs. Ed. A. Austin, F. J. Pool, W. L. Wood, Joseph McKee, Charles W. Green, H. R. Loskamp, F. Wilson, F. F. De Long are the "veterans" of the club, and the honorary roll was on the dancing programme as follows: Theodore D. Dimon, A. O. Dailey, Alfred Hodges, W. C. Bryant, George A. Smith, Alex. R. Black, Ed. Schwalbach.

LAST Saturday evening the Boston Chop Club, to the number of twenty, sat down to its weekly repast, with Mr. Oliver of the Citizens' Club, and Mr. Hussey of the Baltimore Club, as the guests of the evening. After the cloth had been removed, Mr. Pratt, who, in the absence of President Burt, occupied the head of the table, called up, in his usual graceful and easy style, Mr. Hussey to respond for the Baltimore Club, which he did in a neat speech, thanking the Boston Club for its hospitality. Mr. Oliver responded for the Citizens' in a pleasant and witty manner, and in behalf of his club extended a cordial invitation to the Bostons to visit New York, and allow them to return, in a measure, the welcome they had always received at the hands of the dwellers in "the bicyclist's paradise." This latter remark called forth some witty allusions in regard to the angelic standing of Boston clubmen. Several others made brief speeches of an informal character. On adjourning to the parlor, Mr. Oliver and others entertained the company with some excellent singing. The whole affair was easy and off-hand, and exceedingly enjoyable. It illustrates how the dull season may be spent, and club acquaintances made and strengthened.

PROFESSOR C. H. STONE, of Washington University of St. Louis, has been elected president of the Missouri Bi. Club.

CLUB secretaries are earnestly requested to send us the dates of club annual elections and dinners, or other fixtures

RACES

LOUISVILLE, KY, 25 NOVEMBER. — A large number of spectators attended the Kentucky Bi. Club race meeting on this date. Previous to the races, a club drill was participated in by Messrs. Thomas, Moran, Charles H. Jenkins, Pope, Adams, Clarence H. Jenkins, Holloway and Crawford. This was done finely, and was much applauded. The first race was a one mile dash for a gold medal, won by Arthur L. Pope in 3m, 37s; John Adams, second. The next was a five mile contest, won by Charles H. Jenkins, the Louisville champion, in 18m., 22s; Newton G. Crawford, second. Crawford got a bad fall in the third mile by his foot slipping a pedal, and Jenkins gained a lap on

him before he got fairly under way again, otherwise he would have made a closer race for Jenkins. Jenkins and Thomas did some excellent fancy riding, but the latter got a severe fall and broke an ankle bone, which will lay him up for several months.

CHICAGO, 30 NOVEMBER AND 2 DECEMBER. — Thanksgiving week has been a gala one for bicyclers in Chicago. The League of Chicago Wheelmen had a splendid series of races at the Exposition building Thanksgiving forenoon, at which, despite the cold weather, there were upwards of a thousand spectators — many ladies. The chief event was the one-mile race for the elegant League championship badge, presented by Mr. Geo. W. Haskins, and was raced for by Messrs. Crawford, Philbrick, Miller and Valentine, and won by Mr. Crawford in 3m. 28½s. The five-mile handicap for the Wilkinson medal was contested for by Messrs. Sturges and Valentine, from scratch. Blanchard one lap, Vowell and Mehrling two laps, Van Sickling three laps, Mr. Geo. Mehrling securing the prize. Mr. M. D. Hull won in the quarter-mile dash; time, 51s. Mr. Wood gave a fine exhibition of trick riding. The affair was very enjoyable in the fact that it brought all the prominent wheelmen together, and a good social time was had.

The Chicago Club held their championship one-mile race the ensuing Saturday afternoon. This race was won by Mr. Conkling last spring in 3m. 27s., with Mr. Ayers second in 3m. 27½s., and Capt. Brown third in 3m. 29s.; and this second event to decide the ownership of the medal for the year was looked forward to with much interest. The same gentlemen were on deck again, and after a lively scrimmage around the six-lap track, Mr. Brown won in 3m. 28s., with Mr. Conkling second in 3m. 28½s., Mr. Ayers two seconds behind, showing that the summer season has not tended to improve their speed. It now rests between Messrs. Brown and Conkling to run another race between them to decide the ownership of the one-mile championship medal, which, according to rule, will have to be done this month; Christmas is spoken of as the day, and great interest is manifest. It is a race between giants, or sixties, rather, Mr. Brown riding a sixty-inch Expert, and Mr. Conkling a light sixty-inch Yale. The other races were a quarter-mile dash, won by Mr. Geo. Mehrling in 57½s., and a two-mile handicap with Messrs. Valentine, Blanchard, Greenebaum, Vowell and Mehrling as starters, Mr. Valentine winning in 7m. 26½s. Capt. Brown and Mr. Valentine then entertained the audience, of which there were about five hundred, with fancy riding. Capt. Brown can do some very handsome tricks on his sixty-inch Expert, such as riding backwards, jumping the machine completely around, and stepping from the ground into the saddle. These, and other feats, are the more interesting when done on so high a bicycle. STENO.

CHARLES GARRARD of Coventry won the French tricycle championship at Bordeaux, 19 November, on a Coventry Rotary.

NEXT Monday evening the second great contest between Frye and Prince will occur at the Institute fair building, Boston, this time the men running level, and for a \$100 cup and the ten miles American championship. Interesting amateur events are also announced for the same occasion, a two-mile race in heats and a one-mile straight away for those who never won a prize.

MR. FRYE says he was never in better racing condition than at present and expresses the utmost confidence in his ability to beat Prince in the contest next Monday evening. We see that some of our sporting contemporaries are hastily adopting the Boston *Herald's* ill-advised suggestion that the last race was "cooked" by one or both of the contestants — an idea which no wheelman in his vicinity who witnessed the race, and talked with Prince and Frye afterwards, entertains in the least. The fact is, Prince was not in good condition as usual, as we explained last week, while Frye was in excellent physical form and was at no time, except in the final lap, pushed by the champion, and then not to the utmost of his ability to respond. Although the men start even Monday night we do not expect to see remarkable speed made, unless it be in the last mile, for which both will probably reserve their powers.

WE are happy to announce that there is a strong probability of there being held in the New England Manufacturers' and Mechanics' Institute building, Boston, on Washington's birthday, 22 February, a grand amateur bicycle tournament for American one-mile and ten-mile championships, and two-mile and five-mile events. We mention it thus early that Jenkins, Anderson Crawford and Frank O. Louisville, Conkling and Brown of Chicago, Gideon and Powell of Philadelphia, Foster of Baltimore, Place of Greenville, Pitman, Egan, Howard, Sandford and the rest of the New Yorkers, Hendee of Springfield, Hamilton of Yale, Young, Stone and Lueders of St. Louis, Ahl, Claflin, Corey, Norton and Frank Weston of Boston, may have ample time to put themselves in trim — the latter gentleman, however, as starter. This would make a splendid series of events and show the powers of the men on a good track.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Handicap Races.

Editor Bicycling World: — Having completed our racing season for '82,

would it not be well to look back and see where we have failed to give good satisfaction, and devise the means by which one and all shall have an equal chance of reaching the goal for '83.

The present system of handicap races, by giving some twenty, forty, and sixty yards start in a mile and a proportionate distance for a two or a five-mile, it seems to me is a great injustice to the man who has to start from scratch. For one man on a good track, fair day, and a large and enthusiastic audience, well pushed, must undoubtedly make excellent time, while an equally good man on a soft track, small audience, and no enthusiasm whatever, will make at least fifteen seconds slower. According to the present system, the man who has had the chance of doing his best, under the very best of auspices, must give his equal at least one hundred yards start in a mile, all because he has been so unfortunate as to race under the best of conditions.

As a fair sample we will take the advertised races of the Washington meet, which were handicap races, and see how they were to work. While without a doubt the judges treated it as fairly as possible, certainly, they were not entirely satisfactory. Here is the five-mile:—

G. M. Hendee	scratch.
B. G. Sanford	400 yards.
H. S. Owen	400 "
J. C. Smith	400 "
Leland Howard	550 "
T. A. Berryhill	550 "
Geo. Grundy	550 "
A. B. Harrison	600 "

Two of the above men have a better five-mile record than Hendee, by a good number of seconds; and certainly he would never have started in any such race without being placed in front of those who have a better record. Simply because Mr. Hendee has had the good fortune to make a mile in $2\frac{5}{7}$ does not entitle the judges to use that as a standard for a two or five-mile race. This is only one reason, but many more can be shown. Now, then, fellow-wheelmen, why not have our races as follows, which plan certainly has many advantages, the greatest is that a man like Moore could not enter every race and scoop in all of the first prizes, and thus discourage other wheelmen, as it did in the Springfield and Worcester races. In fact, it takes away all the excitement and fun. The races should be run in same way as horse races?—i. e. have them open to all—3m 3.10, 3.20, and so on. That will have the effect of confining the fast men to their classes, and giving their less fortunate brother a chance in a slower class; and then if a man enters in a class five seconds faster than he has ever rode, he knows what he has to compete with, and takes his chances. It is certainly worth considering, and I hope the racing board of L. A. W. will give it at least a passing thought.

The Springfield Bicycle Club (which is already planning the largest meet and races ever held, and to which our last

shall be small in comparison, and to continue three or four days) will undoubtedly have all their races run in classes, and thus demonstrate the only true and practicable mode of handicapping; or otherwise will serve to show its failings.

HENRY E. DUCKER.

SPRINGFIELD 8 December, 1882.

Marblehead Matters.

SINCE my last writing the prospect for the Marblehead Club's new headquarters has considerably brightened. The owner of the building engaged some months since has finally come to terms, and by the second week in January the hall will probably be ready for dedication. The club is to receive its lady friends once a week, when roller skating, dancing, and other diversions will help to make many an hour pass pleasantly. There will be ample room for riding in the new hall, and with musicals, card parties, and other amusements, the time will not hang so very heavily on our hands during the winter months.

At the last meeting of the club, John W. Richardson, one of our most zealous members, was elected sub-captain, in place of Mr. Charles D. Wheeler (a former "58 man") resigned.

I have found a "sure cure" for cuts and disconnected joints in tires. The tire of my large wheel had lost its hold at the joining place and bottle after bottle of Wapkun treatment had failed to make the ends stick together. While in Haverhill a couple of months ago, a friend, touched, no doubt, by the pitiful sight of my tire vainly struggling to "make both ends meet," suggested trying pure rubber and naphtha. I followed his advice, and that erst-vexatious tire has never troubled me since, the ends sticking as close as poverty. The directions for use are as follows: Thoroughly clean the cut or opening then insert a piece of pure rubber (i. e., rubber before it has been annealed) and pour in naphtha enough to cover the rubber. Press the ends of the cut or opening together, and bind evenly with a stout cord. Let stand an hour or two when it will be ready for use.

Here's a good one on "869." The last time he was in town it was in the evening. He selected a street that had recently received a top dressing of broken stone. His wheel was toiling along rather unsteadily, when a young lady who was passing by stopped and gazed intently at "869" until he had rolled safely through the street. On being asked why she was so much interested in the plucky wheelman, she replied that she expected every moment to see him get thrown off and killed, and as she was probably the only one near by who knew who he was (she having recognized the bold revolver of the pedals by his likeness in a group which her brother had), she lingered to give directions where his remains should be forwarded.

"Telzah" will be after the editor of the *Scientific American* with a sharp stick. The last number of that paper says the Marine bicycle is so styled "prob-

ably because it has no wheels and cannot go to sea." The phillistine!

That despot, the "intelligent compositor," would n't let me say just what I wanted to last week. In referring to the clever cut on the Lawrence dance programme he made me allude to it as a "dance cut," whatever that may be. Would the I. C. call an involuntary dismount over the head of his steed a dance? [The proof reader corrected (?) that word "dance" into something equally absurd, and so, after puzzling myself over the uncertain characters of your manuscript, we concluded to accept the compositor's version.—EDITOR.] To be sure, at times, such a performance makes one feel like dancing, particularly if his best girl is in the vicinity. Again, he objects to my metaphor, and makes me a target for the "shouts" of the herd, instead of their *shots*. "These are trivial things," do I hear you say, Mr. Editor? Yes, perhaps they are. But you know, it's the *trifles* that irritate one. As that quaint philosopher, Josh Billings, truly says, "You kan dodge an elephant, but you kant a fit." GEESEE.

MARBLEHEAD, MASS., 9 December, 1882.

The 'Xtra Again.

Editor Bicycling World:—Mr. Wilcox, replying to my former letter, in his article in your issue of 8 December, writing of the 'Xtra, says: "I accept also the conclusion that there is no dead point, and that there is a time power can be applied simultaneously to both cranks, and this by pushing."

If this is so, there must be times when both feet move simultaneously downward, and also when both move simultaneously upward. How can power be applied when both feet are moving upward? I have ridden the 'Xtra all through the last season, and have never observed any such curious movements of the feet. I have no conveniences for making the experiment he suggests, with the machine suspended, as there is too much snow on the ground to experiment out of doors.

Mr. Wilcox also objects to the Dutton, that "the leg must be raised again by the direct push of the opposite one." May I inquire how this differs materially from the action of the ordinary bicycle? I do not write as the advocate of this or any other machine. I have never seen the Dutton, but would like to have some one who has used it give the result of his experience. It seems to me there must be much saving of power, contributing much to the ease of riding, in the intermittent strokes and momentary rests which are possible when under headway on good level or descending courses; but whether this is a sufficient offset to the inability to back pedal I am not sure.

STEPHEN TERRY.

HARTFORD, CT., 11 December, 1882.

About Proper Size.

Editor Bicycling World:—In *Cycling Mems.* about two months ago my

attention was called to size of wheel riders *ought* to ride. I heartily concur with "London W." in *all* he says. I have always noticed this one fault amongst bicycles in this country. Here in New York they seem to think the larger the wheel the better the appearance they make. It has been my hobby from the first time I rode a bicycle to impress upon *all* riders to be careful in purchasing a bicycle to get one a size *under* rather than *over*. Why? The best authority I have seen, viz., Jack Keen, informed me when here the first time, that on the road he rides a 52-inch; but on the racing path he rides a 57 or 60-inch. Yet when told of this it seems to make no difference, especially with beginners. To illustrate, young Hamilton of New Haven, who rode in the fifty-mile race here a short time ago, rode a 60-inch. Had he ridden a 58-inch, his proper size, there is no question in my mind that he would have won second place. Time will convince him. The first time I saw President Egan of the Ixions, and Charlie Howard of the Manhattans, on the wheel, I told them they were injuring themselves riding a size larger than they ought. It took about six months to convince them who was in the right. Howard injured himself so his physician forbade his riding for six months. There are hundreds of others pursuing the same course. To cite my own case, my size is a 56-inch, yet on the road I ride a 54-inch. On the racing path 58 is my size. I ride a 56-inch. Why? I am not so liable to headers, not riding close up to head of machine, there is not the strain or inclination for pedal to throw a rider by tripping. Above all, a rider always has complete control of his bicycle if properly fitted. Regarding Claflin, it is my impression he rides a size too large, for what would do indoors could make him go wrong out of doors. He must remember there is hardly any wind indoors. At Springfield, he will remember, on the back stretch of the track the wind was very strong. Moore and Place did not mind it, simply because they rode bicycles that did not oblige them to strain themselves. Now one word about "London W.," whom I had the honor to teach the first rudiments of propelling the silent steed. My opinion is, had he confined himself in training for one half to five miles he would not now be obliged to forego the excitement of the path. From the first I predicted him a flyer, and so he would be for short distances. In my judgment he possesses every requirement; pluck, endurance, and the art of *quack pedalling*. I hope soon to see him back again. All the more so as he is one of the *veterans*. Allow me to suggest one thing more to riders; try a long-distance saddle; one trial will convince you. There is *nothing* like it for *comfort*.

W. R. PITMAN.

Chicago: Illinois League.

Editor Bicycling World:—It was the intention of the League of Chicago

Wheelmen to endeavor to merge that organization into a State League on Thanksgiving Day, but after a consultation with State Consul Fairfield, it was deemed inexpedient to start the ball rolling in this direction at present, on account of the extreme lukewarmness displayed on the part of Illinois wheelmen outside of Chicago. There are few very good clubs in Illinois State. Peoria, perhaps, heads the list; Kankakee has a host in her Mr. Holt, of the *Gazette*, and the L. A. W. would do well to secure him for an officer. For years Mr. Holt's voice has been heard as one crying in the wilderness, and his steady interest in the cause of wheeling is having its effect in his section of country. We rarely hear of bicycling in the other Illinois cities. From occasional visitors we glean that they enjoy themselves in a quiet way, but that is all. There is a disposition on the part of Chicago wheelmen to branch out into the State and form a State Division of the L. A. W. This would be a good thing in that it would promote greater fellowship among the bicyclers of the State would bring them together for the discussion of topics of mutual interest, and we could have the pleasure of getting up a State meet once a year that would be a pleasant thing to look forward to. If one is engaged in any business it is his desire, and to his interest, to extend his acquaintance among men similarly engaged, and the same is true of one who rides a bicycle, or is interested in wheeling,—it is to his interest to know others similarly situated, whose tastes, in this direction at least, are perfectly congenial. This is the basis on which clubs are formed and maintained.

It is perhaps not well to have too many bicycle organizations in the field. The L. A. W., the State Division, and the home Club, are certainly all one has time or disposition to keep in mind outside of business and social engagements. We first start out by assuring ourselves that the bicycle is a thoroughly practical vehicle, in which, with proper use measured to the ability of the rider, there is much enduring enjoyment of a highly beneficial character. In the use of this, as yet, novel vehicle, we wish to be protected from the difficulties which beset the introducers of an innovation, and to this end we band together in clubs for the protection of mutual interests and the extension of an acquaintance among wheelmen, that we may move at will in a society of kindred spirits. To give prestige to wheeling and elevate the association of wheelmen to consideration as an institution of strength, to combine the united experience of bicyclers all over the country for the benefit of individual wheelmen, and the further extension of acquaintance among gentlemen of congenial tastes, we form our national organization—the L. A. W. To centralize and bring the benefits of national organization closer at home, to promote a knowledge of wheelmen and wheeling in one's own State, and enable the national

organization—naturally unwieldy in so great a country as ours when taken as a whole—to derive its support from the States as a unit, its membership consisting of thirty-eight units or recognized heads instead of so many thousands, we form the State division. Under the protection of this grand yet simple system the institution of wheeling finds ample scope to develop whatever there is of merit in the bicycle; the benefit falling upon wheelmen individually in increased liberty, increased number of bicyclers, and, with great numbers, roads built for bicyclers, and the general adjustment of things to the needs of the wheel. It would seem that beyond this system of organizations there could be no benefits to be derived, resulting on the contrary in petty rivalry and a division of the house against itself. Mr. E. C. Hodges, in conceiving the present constitution of the League, provided ample means for the fostering of our interests, the admirable workings of which we have just illustrated.

We should be glad to hear from the other portions of the State of Illinois with regard to the formation of an Illinois division. It may perhaps be early in the day to start the question, considering the fact that our numbers are small; but during the winter and spring the matter could be fully discussed, and, if thought advisable, we could have a big meet in Chicago in May next, in which the State at large would be represented, and form the Illinois division of the L. A. W.

STENO.

To Andover Again.

BOSTON, 17 November, 1882.

Editor Bicycling World:—If eny ov your readers tak plezur in riding on poor rōds for the sāk ov practis. I can tel them where they can smil for twenty mils. It is the way I took on my thirđ attempt to find an esy pasāg to Andover.

This tim it was by way ov Watertown and Arlington. Let me stop here, for it is where good wheeling stopt. The rest ov the course (about twenty mils) can be sumd up in one litl but expresiv wurd—BAD. Twenty consecutiv mils ov sandy rōds is enuf to keep eyes, musle, and jujment tens. It wil not be a big lie to say there wer not two ov the twenty—no, not one—that coud be ridn with "hands off"; and if it had not been for the welcum aid ov occasional sid-walks and foot paths we miht not hav reacht Andover in tim for this year's Thanksgiving diner. The featur ov the landscap which stics in our memory and pedal bearings is—sand. However, considering the stat ov the rōds, much satisfaction is felt at the record—a good thirty mils in four hōurs and scarcely tired or hungry.

If, now, after this condemnation ov it, you wish the rout, it will be enuf to tel over the towns. After Arlington, Winchester, Woburn Centre, North Woburn, Wilmington, and North Wilmington (not thru the last two towns, but along a rōd

which runs about parallel with the one thru them, half or three quarters of a mile to the east).

On the way back the Andover turnpike was followed to Stoneham; then around Spot Pond on the east, as is usual with me. This twenty-five miles were run in three hours—the last twenty without a dismount.*

Fairly level all the way.

Lest any may think such experiences dul my ardor for the sport, let me record a desided and cheerful No.

WHEELER.

*You have seen that my choice is the Andover turnpike; others in Andover prefer leaving it shortly after Reading and taking road thru Reading,—i. e. going to Andover. It may be an easier, tho longer way (nearly or quite 40 m.) by Saugus, Lynn, Danvers, Topsfield. From T. to A. road reported good.

An Incorruptible Amateur.

Editor Bicycling World:—As most of your readers are aware, the recent change in the League rule defining an amateur has occasioned widespread regret and not a little outspoken dissatisfaction with the action of the officers at their last meeting; but beyond this it has had the effect to stir to its profoundest depths the indignation of Secretary Dean of the Boston Club, and when he learned that it had the support of President Pratt of his own club, he waxed exceedingly wroth. He foresaw that a storm of indignation would descend upon the officers, but it did not make him merciful. His motto was "Let no guilty man escape," and believing his own president was among the guilty, he conceived a plan.

And gave it birth at the Boston Club's December meeting.

But it was still-born.

After the routine of reports and the expulsion of ten or twelve members for non-payment of dues, and the ratification of a few amendments to the constitution, Mr. Harrison, at a suggestion from Mr. Dean, arose and urged the necessity of taking up the amateur question. This was expected by our ardent secretary to bring out strong expressions of disapproval of the League's action, and to put the members on record by either voice or vote as to their true position on this question—the president as well as the rest. But imagine his amazement when Mr. Churchill arose and began to commend in his eloquent way the action of the League officers, taking the ground with seeming seriousness that such action was necessary to strengthen the organization and promote the interests of bicycling. He said no one could question the honesty, the disinterestedness of motive which prompted the action (a bitter and sardonic smile passed over Mr. Dean's face at this) and that their wisdom was worthy of Solomon—Solomon Isaacs. This idea that the League should only encourage and patronize bicycling as a sport, as a pastime, as a pleasant method of locomotion, was a mere sentiment. In the language of Sir Peter Teazle—"Darn your sentiment!"

or words to that effect. The old rule was too exclusive in that it barred out teachers. The League needs teachers, not members who ride for fun. It should support business and sustain trade. Now the rule of our club excludes teachers, when it should not. We need teachers, all of us. Even our president needs to be taught—not how to keep on a bicycle, but how to keep in accord with his club. Mr. Churchill then moved that the amateur rule be so amended and altered as to conform to that of the League. (*Applause*)

Mr. Dean here arose, very pale and much excited, and in a hollow and broken voice, said:—

"Mr. President, I protest bitterly against any such action. I am surprised beyond measure at the ideas conveyed in Mr. Churchill's motion, and should it be adopted I could no longer countenance this club. I have thus far been an incorruptible amateur. I could have raced Prince as Mr. Frye did, and had the honor of beating him with less trouble. I could have become a professional and made a small fortune in racing, but I am, I have been, and I ever will be an incorruptible amateur. (*Applause and cheers.*) Hence, to be consistent, I can no longer remain with you if this motion is carried and ratified. (Anxious looks on the faces of most of the members and cries of 'O no, no, Mr. Dean. Not so bad as that.') I feel that we can no longer look to the League for example. The conservative policy which in the past made it respected and popular, has been thrown aside, and to-day it is without character as an amateur organization. Even our president, who has labored with all of us to make it a body of gentlemen amateurs, to make it respected among other similar bodies and popular among wheelmen, has given countenance to the change in the rule. This should have prepared me for almost anything; but the motion to lower the prestige of our glorious old club, also, is too much—it deprives me of speech. Pardon this display of emotion, gentlemen,—my feelings are too much excited."

By this time the members seemed visibly affected, and all looked sober—more sober than usual, and especially Mr. Everett, who now arose, and in a voice as mournful as a clergyman's prize essay on bicycling, said, "Although we must all feel distressed at such a spectacle as this," pointing to the lily-white face of Dean, "we must do our duty. Our secretary has been a charming man socially, a trusty man in club affairs, and, as he says truly, an incorruptible amateur. When he is gone, his epitaph shall be those tender and exquisite lines by Tennyson,—

"Little Daisy, we have missed thee,
And thy loss we deeply feel."

But we must suppress all sentiment in dealing with the important question before us. I regard the change as a truly liberal one. If our rule can be made to

conform to that of the League, which only excludes men who pursue bicycling—riding a bicycle—as a means of livelihood, by and by another progressive step will be taken, and we can all ride occasionally for a purse, and yet be amateurs. I like the broad and generous spirit which has animated the officers in changing the rule. We are enabled under the change to earn an occasional honest dollar. There is a charm about this license I can not explain or analyze. I endorse heartily the motion of Mr. Churchill."

Mr. Dean then sprang to his feet and moved to adjourn, and the motion having precedence over all others, was put, but was lost, much to his distress. At this juncture the matter assumed a new and interesting aspect. President Pratt had, through some oversight, not been let into the joke, and taking the remarks seriously, resigned the chair to Lieut. Woodman, and proceeded to explain his connection with the change in the amateur rule, saying that he did not regard it necessary, and that he saw no need for a change in the Boston Club rule. He made an address of considerable length and no little eloquence in which he took a charitable view of the action of the League officers, and in his usual clear style seemed to express the opinion that "bicycling" embraced teaching the art of riding. This was promptly taken exception to by Mr. Harrison, who contended that bicycling meant purely the use of the bicycle, or, in other words, riding the bicycle, and that teaching could not be said to come under the definition. Thus the discussion became hot and proceeded in spite of Mr. Dean's frantic efforts to adjourn the meeting until the question was called. A dreadful silence fell upon the assembly when the Chair put the motion. The pale secretary, filled with poignant regret at what he had done in suggesting the matter, gloomy with prophecies of trouble for his club, and thoroughly miserable, sank back quite overcome at the thundering affirmative. But the end was not yet. Being doubted, a rising vote was called for, and to his amazement and to the astonishment of President Pratt, not a man responded. The farce was at an end, and the secretary, fainting with joy, began to understand that he had been made the victim of a huge practical joke, while the president, as the truth dawned upon him, broadened his countenance with a smile, and the others smiled at the secretary's expense. Thus happily terminated the best practical joke of the season.

IOLANTHE.

A Brooklyn Enterprise.

BROOKLYN Bicycle Company, limited, of which our readers have occasionally seen mention, is a corporation, the stockholders of which are, a correspondent informs us, the leading spirits of that excellent and active bicycling club of Brooklyn, the Kings County Wheelmen, which organization in little over twenty

months of existence stands to-day one of the best in the country. The officers of the new enterprise are as follows: President, George T. Brown; secretary, W. L. Samson; treasurer, F. G. F. Barlow; general manager, George R. Bidwell; directors, W. L. Samson, Joseph J. DeLong, J. M. Sorzano, George T. Brown, George R. Bidwell, F. G. F. Barlow. They have leased Knickerbocker Hall 161 and 163 Clymer street, and have fitted it up in good style as a riding school, with a handsome billiard parlor attached, and furnished with two tables of the best makes. They have also a good supply of bicycles, for hall and road use, and under the energetic management of Mr. Bidwell and an able corps of instructors, the corporation has met with flattering success, and the stock commands a premium. It is intended, a little later, if the prospects warrant it, to fit up a bowling alley and gymnasium on another floor. The janitor sleeps on the premises and the place is consequently accessible to patrons at any hour of the day or evening.

Tricycle Conference.

At a meeting of the "Tricycle Conference," held at Anderton's Hotel, London, after some inharmonious proceedings relating to the election of a chairman and the recognition of provincial delegates, resulting in the discontent and withdrawal of some of the metropolitan delegates, Mr. G. Lacy Hillier, the secretary, said that the gentlemen present were virtually the meeting, and were quite capable of deciding the questions proposed, which, as far as he could see, resolved themselves into one point—Should the road race be continued? If it were continued, they might at some no very distant date have as many as one hundred and fifty or two hundred men enter, and the result would certainly be as was predicted at the last race—the affair would be stopped by legal authority. The new Federation Union, or whatever they called themselves, promised to obtain admission into the parks, which they stated the Bicycle Union could not do. Why had they not done this before joining or amalgamating with the B. U.? The fact was that the whole affair was brought on in a spirit of antagonism to the B. U.

After some discussion a motion to form a separate association composed exclusively of tricycle clubs, for the purpose of carrying on annual road championships and meets was lost. It was then voted that a tricycle meet be held, and that a meeting be called of delegates from all metropolitan tricycle clubs, and of tricycling divisions of metropolitan bicycling or mixed clubs, and that the clubs be invited to attend in the proportion of two delegates from each tricycling club, and one delegate from the bicycling division of each bicycling or mixed club, and that such meeting be held at Anderton's Hotel, Fleet street, on 10 January, at 7.30 P. M. It was further voted, on

motion of A. J. Wilson ("Faed"), "That this meeting do condemn the road ride as detrimental to the interests of tricycling." Also, "That this meeting affirms its confidence in the Bicycle Union, with which is incorporated the Tricycle Association, and is of opinion that such an association of bicyclists and tricyclists is for the best interests of the sport."

Cycling Memos.

THERE can be little doubt in the minds of any one at all familiar with the history of cycling in this country, that it is next to impossible for any one to express his opinion without being accused of having a motive beyond simple justice and honesty for so doing.

THUS, if I say anything in criticism of those I do not love, I am immediately accused of prejudice, no matter how fair the criticism may have been.

FOR this reason, I have refrained from touching on many subjects fairly open to question.

THE "Colonel's law department," as it pleases him to call himself, contributes these lines to my weekly budget:—

Prince and Frye ran round a pole
To get a silver pitcher;
First Frye was which, then Prince was which,
And Frye came in the whicher.

I think Mr. Pratt
Can do better than that.
If he'd on y try hard,
He'd be quite a bard.

He knows the history
And the mystery
Of both the bike and the trike.
If he'd spend the time
To put it in rhyme,
Then we'd know what it is like.

To those who doubt the genuineness of Frye's victory, it may be interesting to know that Prince was carried from the track in a thoroughly exhausted condition; and it is stated that he actually fell from his machine.

ALSO, that his wife was seen to pay money to one of Frye's backers. This may have been a blind, but I think not.

THE following will explain itself: "London W., will you please tell me effect of gearing up a tricycle. KOKA."

NOW, I have had so little experience in the use of tricycles that I doubt very much if I am able to give the information as fully and clearly as it deserves.

GEARING up is done by having more cogs in the crank pulley than in the driving wheel pulley, by which the wheel makes more revolutions than the crank.

THUS, for example, a 46-wheel is geared up to a 56, so that for one revolution of the crank the wheel revolves enough faster to cover the ground of a 56.

GEARING up is used more especially for racing, but may be used with advantage by heavy and strong men who have the muscular power to drive the machine, but have not the agility to use their legs fast.

CONSEQUENTLY, for light men, who are quick and active, a geared down machine is preferable.

FOR the average rider upon our roads, I should recommend a geared down machine. Power will be found more advantageous than speed, I think, for ordinary road riding.

THE question of gearing up or down is an open one and like the question of size can only be satisfactorily settled by the experiments of each rider.

WHAT will suit one man will not suit another. I should like very much to hear from those who have practically tested this matter *experientia docet*.

WE learn that the Central Driving Coventry Rotary has been much improved by the addition of a guard over the chains, which are prone to soil the stockings of the rider.

I HAD a pleasant chat with Mr. Overman, of the Overman Wheel Company, the other day. He has just returned from Europe, where he has been inspecting the various makes of tricycles and attending to business matters. The company which he represents intends to put on the market in the spring two tricycles, one with the crank action, and the other fitted with the "Overman Clutch." The tricycles will be front steerers, and on the general form of the National.

THIS latter machine is increasing in popularity, and is certainly well made and compact.

SOME objection is made to the brake and its lack of power. It possesses at least one advantage, that it can be applied without removing the hand from the handle.

I THINK an additional lever brake, fitted on the left side, might be added to advantage.

THOSE who are advocating small driving wheels for tri's should bear in mind that they must be large enough to permit the heels to clear the axle.

LONDON W.

BIYCLCE TOURING CLUB

APPLICATION for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

THE following applications for membership have been received:—

A. L. Woodman, Devonshire street, Boston, Mass.; H. M. Wood, Worcester, Mass.; Louis R. Harrison, 26 Goylston street, Boston, Mass.; E. H. Shriver, Box 206, Baltimore, Md.; G. F. Hartwood, 387 Main street, Worcester, Mass.; Alfred Ely, 11 Granger street, Cleveland, Ohio; A. H. Overman, 1 Congress Street, Hartford, Conn.

RENEWAL.—Charles E. Pratt, Norfolk House, Boston, Mass.; J. C. Gorrood, 2 Warren Avenue, Boston.

APPOINTMENTS.—J. S. Dean, state consul for Massachusetts; J. A. Cross, Providence state consul for Rhode Island; E. G. Farmer, consul for Providence.

E. T. C. Semi-annual general meeting at Neptune Hotel, Liverpool, 16 December.

SIMS REEVES has invested in a tricycle.

DEARDOFF, BEAN & LEFFEL'S bicycle establishment in Springfield, Ohio, was destroyed by fire, Tuesday evening. Loss about \$35,000.

SEE announcement of the Prince-Frye race on page 75.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins,—provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

CHICAGO BI. CLUB.—Additional: J. N. McDonald, 189 Michigan avenue, headquarters Chicago Bicycle Club; Ernest Mehring, 189 Michigan avenue, headquarters Chicago Bicycle Club; Charles Kent, 189 Michigan avenue, headquarters Chicago Bicycle Club; H. G. Shafer, 189 Michigan avenue, headquarters Chicago Bicycle Club; Frank E. Yates, 189 Michigan avenue, headquarters Chicago Bicycle Club,—all of Chicago.

MARIETTA BI. CLUB.—Additional: Will. H. Fendrick, Columbia, Pa.

RUTLAND, VT., BI. CLUB.—Additional: Willard Eggleston, Rutland, Vt.

CORRECTION.—In list of unattached applications, 4 October, the name E. C. Clark of Holyoke, Mass., should be E. C. Clarke.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

F. C. S., Moorestown, N. J.—1. Address Frank W. Weston, Savin Hill, Dorchester, Boston, Mass. 2. Address F. W. Blacker, Worcester, Mass. His is the best we have seen.

J. PARK STREET asks: "What are the legal rights of self defence when a 'rough' elevates your little wheel, transfixes your big one, or shows an intention of doing either? Would a few pounds of prevention, weighed out with a substantial club, go beyond the limit, considering the danger to which you are subjected?" Our editorial contributor is not at this moment present to advise us what card to play, but we will venture an amateur opinion that the club would be the best trump. See *WORLD* editorial of 3 February, 1882.

C. F. H., Boston.—With regard to the Institute rink, address J. S. Prince, at that place. The Frye matter is fully explained in last *WORLD*.

Editor Bicycling World:—In the *WORLD* of December 1, "London W." speaks of several bicycles being imported in 1876, and exhibited at the Centennial. Also, that one of the number, at least, had a tangent wheel. He is correct, and it may interest some of your many readers to know that this same tangent wheel machine is now owned in the city of Wheeling, and its owner refuses \$20 for it, although he has not used it this season. This is one of three machines which made a tour from Wheeling to Cincinnati in 1881, a distance of three hundred miles. It has a solid back-bone, with a rear wheel brake operated by turning the handle bar. It looks very much as though it had seen better days, and taken all in all, is a crippled old steed and should be taken out and shot by the humane society.

FORTY-SIX.

WHEELING, W. VA., 5 December, 1882.

CURRENTE CALAMO

H. L. CORTIS arrived at Melbourne, Australia, 19 November.

THE Christmas *Cyclist* holds out a tempting table of contents.

LEAGUE badges might be suitable holiday presents for L. A. W. members.

THE electric tricycle is expected to be on exhibition at the Stanley show in the Albert Hall.

EDWIN OLIVER of the Citizens' Club, and G. F. Hussey of the Baltimore Club, were in this city last week.

LAST week's *Scientific American*, in its review of the late New England Fair, notices the Marine Bicycle, and has a cut representing it.

TWO members of the Melbourne (Australia) Bicycle Club made a five hundred mile journey in that country last October, being out about eleven days.

THERE is much trouble in the tricycle camp over the water, between the Unionists and the Independents. The former seem to have the best of it, thus far.

AN English firm has sold a tricycle to Soltykoff, H. H., the Moharana Sahib Bahadur of Oodypore, India, and the *Cyclist* adds, "We shall have Cetywayo on the tricycle next!"

IN addition to publication in the official organ, the names of American applicants for membership in the Bicycle Touring Club will hereafter be published in the *BICYCLING WORLD*.

WE are glad to learn that Chief Consul Gullen will soon issue a call to the L. A. W. members in New York for a meeting to organize a State division for active League work.

THE London editor of the *Cyclist*, Mr. C. W. Nairn, has been seriously ill for several weeks, and the management of his department of the paper has devolved upon his Coventry associate, Mr. Henry Sturmeay.

THE Kentucky Bicycle Club is composed of many pretty smart and wide awake riders, some of whom are anxious to ride two hundred miles in one day. That is what the *Æolus-Worcester* boys are laying out for, too.

WE received a kind invitation to attend a "Social Smoke" of the Chicago Bicycle Club held last Saturday evening, but as we never use the weed we mentally thanked our friends, and staid at home reading some good book.

THE twenty-four hours road riding contest between the Cincinnati and City Bicycle Clubs continues to be talked about, but probably the thing will not be brought right down to business until the birds begin to mate once more.

WE trust the report that an exhibition of bicycles and tricycles will be held this winter in New York is not without foundation. We urged the advisability of such a "show" in this city years ago, but beyond the small exhibition given by

the Boston Club at their race meeting last spring, nothing came of it.

THE tariff commissioners' recommendation that the duty on steel be reduced is a step in the right direction, and we await with considerable interest their full report, to ascertain what recommendations, if any, were made in respect to vehicles, and if any special action was taken in regard to particular carriages.

WE have received from parties in Logan, O., a drawing representing a new style of bicycle wheel, the principal feature of which is the method of attaching and tautening the spokes, which would appear to have some advantages. If the proprietors will send us suitable cuts of the invention, we will be pleased to insert them with the explanatory notes.

THERE having been a controversy about whether the Hon. Ion Keith-Falconer's great ride to John-o'-Groat's from Land's End was made on continuous days, or whether he rested on Sundays, that gentleman settles it by stating over his own signature that he "left the Land's End Hotel at 4.05 A. M., on Monday, 5 June, and arrived at John-o'-Groat's House Hotel, at 3.20 A. M., on Sunday, 18 June."

WASHINGTON advices state that several larcenies of bicycles have occurred in that city in the following manner:—A young man in a neat fitting bicycle costume follows a bicycle rider until the latter dismounts to enter a house or store, leaving his machine outside and unprotected, when the thief walks confidently up and after deliberately adjusting his waistband preparatory to mounting, springs into the saddle and coolly rides away. The stolen bicycles are almost immediately sold by the thief.

AN exchange, referring to some statements recently made in this paper, wants to know what good bicycle can be bought in England for \$50. If the editor will consult Sturmeay's "Indispensable," he will find many machines therein commended as "good" whose prices range even below that figure. A machine may be a "good" one without being anywhere near being *best*, and many riders of very fair, but not first-class, machines may ride them comfortably and contentedly. It may surprise our inquisitorial contemporary, as Mrs. Partington would put it, to learn that we consider the Standard Columbia a very good bicycle,—better, in fact, than some good English machines, and that the Expert is a first-class bicycle.

WE note an item in *Turf, Field and Farm*, to the effect that a gentleman connected with the Manhattan Bicycle Club is placed at a disadvantage in having no paper in which to reply to some personal allusions to himself in the letters of our New York correspondent. We wish it distinctly understood that we had not supposed any of these allusions to be either malicious or offensive, otherwise they would not be admitted;

but in either case the columns of the *WORLD* are open to any who may wish to respond in a legitimate manner, as we hold that the proper medium of reply is always the journal in which the offence is committed, so that the same readers may see both sides of the controversy.

Of General Interest.

[The following is a copy of a communication sent to the *Wheelman* last month by Messrs. McKee & Harrington's counsel in the late suit in answer to an article in the November number of the *Wheelman*, with a request that it be published in the December number of that magazine, but as it has not appeared in the latter issue, probably because received too late, we are requested to print the copy, that the public may not be kept another month in ignorance of the true story of the decision entered against McKee & Harrington.]

To the Editor of the *Wheelman* :—

SIR.—I am much indebted to you for sending me the November number of your interesting and able magazine.

My attention has been called to an editorial article contained in it, entitled "Velocipede Patent Litigation," and I have been desired to address you in reference to the same.

It is due to American wheelmen, to the public, to Messrs. McKee & Harrington, and to their counsel, that the general effect of that article should be corrected, and I trust, therefore, that you will not hesitate to publish this communication, with the same prominence as the editorial referred to.

In defending the suits brought by the Pope Manufacturing Company on the Reynolds and Lallement patents, Messrs. McKee and Harrington relied considerably on the evidence of witnesses in New York and Philadelphia, who had seen exhibited a velocipede, imported to this country by one Mons. Varrecke, a Belgium acrobat, more than two years before Lallement's application for a patent here. Varrecke's velocipede was, if these witnesses are to be believed, identically similar to that afterwards constructed by Lallement, and on which he obtained his patent. These witnesses are numerous, intelligent, and respectable men, mechanics, tradesmen, merchants, and principals of grammar schools. Some of them repaired Varrecke's machine, others rode it, and others witnessed its performances on the streets and in the theatres; and they are enabled to fix the date of its existence with certainty. Such evidence McKee & Harrington, and their counsel, regarded as sufficient to defeat the Lallement patent. It is now impossible to say whether the Court would have taken the same view, for the simple reason that this evidence has never been allowed to reach the Court on final hearing. The owners of the Lallement patent having, in the only two instances in which the evidence was brought against their monopoly, seen fit to settle the litigation before the evidence could be presented, *in the form of testimony*, to the Court.

Portions of this evidence were indeed presented to Mr. Justice Blatchford on the original motion for an injunction in the

McKee & Harrington case. But on that occasion the evidence was offered in the form of *affidavits*, and not as *testimony*, as erroneously stated in your article referred to, and the Justice then held, strictly in accordance with practice, that in the absence of Varrecke's machine, he would not deny the injunction *on affidavits merely*, but would defer consideration of the veracity of defendant's witnesses until they could be subjected to the test of a cross-examination by complainant's counsel, and their statements presented to the Court in the form of testimony on final hearing.

The decision of Judge Wallace, Mr. Justice Blatchford's successor in this circuit, was against McKee & Harrington's motions to obtain relief from the injunction; because, as Judge Wallace substantially stated from the bench, he was disinclined to examine into or review an order granted by his predecessor, but Judge Wallace at the same time expressly intimated that, on a final hearing, he should hold this testimony sufficient to defeat the Lallement patent unless complainants should adduce counter testimony to invalidate it.

With the single exception of one witness, who swears that Varrecke's velocipede could never have existed, because he never saw it or heard of it anywhere, the complainants, the Pope Manufacturing Company have failed to produce any one to deny the evidence of the Varrecke machine.

The case was in this position, and closed for hearing on defendant's part at the last October term of Court, when Messrs. McKee and Harrington stated to their counsel that they had, owing to the increase of other business, determined to abandon all plans for future bicycle manufacture.

Under the circumstances, it was deemed advisable to immediately limit the expense of litigation, and an offer to negotiate a settlement was made by defendants. The representatives of the Pope Company at once came to New York, and the settlement was effected on the following terms, viz: McKee & Harrington consented to entry of decrees against them in all suits, and agreed to pay, *in full* of all costs in said suits, and of all profits and damages for the numerous bicycles already sold by them, the trifling sum of \$300, and the Pope Company agreed to give them a license to work off their unfinished stock.

In this connection, it should be observed that in the early stages of this litigation, while suit was pending on the *Lallement and Reynolds patent only*, and before the Hanlon and Pickering suit was begun, the complainants, the Pope Manufacturing Company, insisted that McKee & Harrington should pay them \$2,000 to cover said costs, damages, and profits, and refused to settle on any other terms. But at this time the witnesses of Varrecke's velocipede had not been examined in the suit.

This is the true history of the litigation referred to in your editorial.

Where you say, therefore, that "Decrees have been entered sustaining the validity of the five patents in controversy, granting perpetual injunctions against the defendants, under the same, and referring the cases to a master for ascertainment of the amounts to be recovered," you should add, so as not to mislead, that *the decrees have been entered on the consent of the defendants*, and that the amount to be recovered has been fixed, *by consent of the parties*, at \$300.

Where you further say, "The Lallement patent, which has thus been *contested and sustained*, covers," etc., you should add that *the owners of the Lallement patent have never yet allowed it to be so far contested as to reach the crucial test of an examination by the Court on final hearing*, and that it is not now sustained by decree, except *pro forma*, and on consent of defendants, and finally, you should distinguish the Hanlon and Pickering patents, from what you say concerning the Lallement patent, and inform the public that the Hanlon and Pickering patents have never yet been contested in any way, except by the filing of a full answer to the suit brought upon them, and the noticing of a motion for injunction thereunder, which has never been argued.

And such being the case, you should evidently withdraw your conclusion that "it is not probable that the validity of these four patents, or the fact of the application to the devices referred to in modern velocipedes, will soon again be contested."

Evidently you have obtained the information on which to base your editorial from parties interested in making the public believe that the patents referred to are valid, and have been sustained by the courts after a contest.

I ask, therefore, that you will print this letter, in justice to the parties and counsel referred to by you, and in fairness to American wheelmen and the public generally. Yours, etc.

ONE OF THE COUNSEL FOR
MCKEE & HARRINGTON.

NEW YORK, November, 1882.

BOOKS AND PAGES

THE December *Wheelman* is at hand and is as full of interesting matter as its predecessors. The principal illustrations in this number comprise the series of sketches by C. W. Reed that won the first prize in the Pope Manufacturing Company's competition last year, and to which Mr. Pratt has fitted a story very nicely. We also see Kol (or Karl?) Kron's "On the Wheel" reproduced from *Lippincott's*, and Rev. S. L. Gracey's prize essay. President Bates, S. Conant Foster, A. S. Hubbard and other well-known wheelmen are also contributors.

THE December number of the *Archery and Tennis News*, which succeeded our little *Archery Field*, begins its second volume, and it has enlarged and somewhat changed its form, and, although neat and readable before, is now very much improved. This indicates success in its venture, which we heartily wish may continue, as we doubt not it will under its enthusiastic and well known manager and editors.

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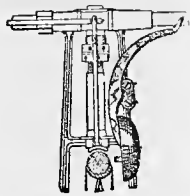
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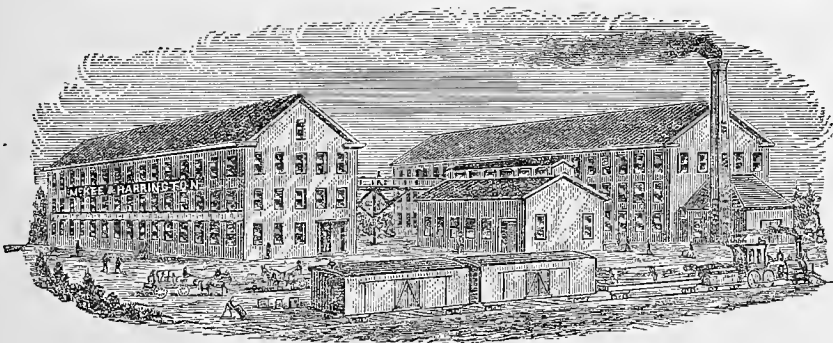
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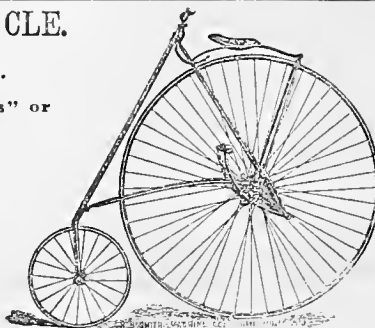
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Number 7.

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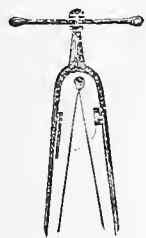
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SPECIAL NUMBER

OF THE

BICYCLING WORLD

To be issued early in

JANUARY, 1883.

We shall issue, early in January, a special number of the *Bicycling World*. It will contain the following features:—

The Constitution, Rules, Officers, Consultants, Committees, etc., of the L. A. W., corrected to date of issue.

A full and complete list of clubs, with officers, etc.

Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year.

Tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle.

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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
 J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
 E. C. HODGES & Co. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 22 DECEMBER, 1882.

A TIMELY SUGGESTION.

ALTHOUGH to many of us it seems but a few days since our wheels were put away for the winter, yet the two or three months intervening between now and the riding season of 1883 will quickly pass, and the first opportunities for outings will find not a few unprepared to avail themselves of it. The trite axiom, "In time of peace, prepare for war," may well suggest a lesson to those wheelmen whose bicycles will need repairs before further use, and to those who intend changing their wheels either for new mounts or for new machines of the same makes. The opening of last season's riding demonstrated the folly of procrastination, for the large increase of interest in wheeling during the year that had passed crowded dealers and manufac-

turers with orders faster than they could fill them, and many veteran riders were forced to wait well on towards summer before they could get wheels to suit them. One cause for this lay in the fact that during the preceding year nearly all the principal makers had been forced to make radical improvements in construction of old styles, and in several instances entirely new patterns were put on the markets of both England and America; and so rapidly did the improved machines replace the old ones among riders of one or more seasons that the question was often asked, Where do the old bicycles go? — so rarely were they seen again in this and other vicinities where the wheel has been established for several years. For the season of 1883, however, we are not likely to see any marked changes that will be improvements, although there may be some slight modifications in the bulk or weight of parts, and the prevailing mounts of the present will be still the favorites during the next season. In the foregoing remarks we refer, of course, to the bicycle, which seems to have reached a stage so nearly perfect in some makes as to leave little else to hope for, or desire in that direction. Of the tricycle, however, which is in its infancy in this country, and in fact, is still a very immature youth on the other side, much is yet to be expected, and the English wheel press is largely taken up with discussions and comments in relation to it, while the manufacturers are constantly devising new methods to meet the demands of riders for better power, better speed, less weight, with more durability, and other positive improvements. The rapid growth in popularity and use of the tricycle is something wonderful, and it seems to be generally admitted, either directly or tacitly, on all hands that its devotees will very soon outnumber those of the bicycle. That its popularity in America will be as marked as it is in England, is not to be doubted, and interest in it here is already widespread, although we have comparatively few machines here at present. We understand, however, that many orders from America are already in, and many riders and non-riders of the bicycle express their intentions of having them the coming season. To these latter, therefore, we would suggest that no manufacturers keep any considerable stock on hand, as is done with bicycles, and as the three-wheelers are not made as

quickly as the former, orders should be sent in early to secure machines before the season is half gone.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB:

Wednesday, 3 January. Annual election of officers.
 Wednesday, 7 February. Fifth annual dinner.

To Secretaries of Clubs.

We have sent a blank to the secretary of every club of which we have record in this office, asking for statistics to be used in the special number which we shall publish about 1 January. We do not know that we have been able to reach all the clubs in the country, and if this should meet the eye of any club secretary who has not been favored with a blank, he will oblige us by forwarding to us on a postal card the following statistics: Name of Club; City and State; Date of organization; Captain; Secretary's address; Present number of members. We have no record of Clubs in the States of Delaware, Georgia, Florida, Mississippi, Arkansas, Oregon, Alabama or Nevada. We wish to hear from the territories also.

HERMES BI. CLUB. — At the regular meeting of the Hermes Bicycle Club of Chicago, held 24 November, the following officers were elected: Solomon Sturges, captain; W. C. Kent, president; W. Cowles, secretary; P. V. Kellogg, senior sub-captain, and G. L. Harvey, junior sub-captain. The club was organized 17 December, 1881. We have fourteen members at present, and expect to have several more by next spring.

W. COWLES, Sec'y.

MR. C. E. HAWLEY, the popular and energetic president of the Capital Bicycle Club of Washington during the past club term, resigned his position early in the present month, and will withdraw from the club at the close of the year. He retires from active participation in his club with its friendship and good wishes.

THE Boston Bicycle Club will hold its second annual reception New Year's day and evening at its club house. Over one thousand invitations will be issued.

THE Manhattan Bicycle Club has disbanded.

RACES

The Grand Bicycle Contest.

PRINCE AND FRYE RUN LEVEL, AND THE LATTER IS BEATEN AND THE RECORD IS BROKEN. A SPLENDID RACE. — OTHER EVENTS.

ABOUT one thousand spectators assembled at the Institute Fair Building, Boston, last Monday evening to witness the bicycling events as announced, — the main attraction, of course, centreing in the Prince-Frye contest, although the amateur races proved interesting. The building was well lighted, as usual, and some attempt was made at heating the vast area, but with little success, although it was hardly as uncomfortable as on the last previous occasion. We were glad, however, to see that the manage-

ment had acted on our suggestion and provided better accommodations and facilities for the officials and reporters, a raised and enclosed platform giving them ample opportunity to see the course and preventing crowding and intrusion from non-officials.

The first event, started very nearly on time, was the first heat of the two-mile amateur race, best two in three, for two prizes, gold and silver medals, for which the following were entered: E. Burnham, of Newton, H. Carr, of Brockton, W. M. Woodside, of New York, J. Q. Hatch, of Northboro', and H. M. Saben, of Newton. Hatch and Saben failed to appear, however, and the first three started in good shape, Burnham leading, with Carr second, and Woodside third, and in this order the first lap was completed. On the next, however, the New Yorker spurted to the front amid the cheers of the spectators, and Carr followed, taking second place, and this order was maintained two more laps when Burnham passed Carr and finished the mile second, and the men ran in this order until the fourth lap of the second mile, when, after a good struggle with Woodside, he passed the latter and kept his lead to the end, winning the heat easily by about twenty-five yards. Time, Burnham, 6m. 53½s.; Woodside, 6m. 56½s.

The one-mile straight away for a silver medal, for those who never won a prize, was the next event, and the starters were C. F. Haven, of Brookline, W. P. Haskell, of Boston, H. M. Saben, of Newton, A. B. Jenks, of Brockton, and T. C. Coleman, of East Boston. These got well off and made a pretty race, although Jenks withdrew after two laps, the others keeping well together, and the first three occasionally alternating positions, but in the last lap Saben dashed to the front and won the race in 3m. 21½s.; Haven second in 3m. 22½s.; Haskell third.

The second heat of the two-mile event was now called, and only Burnham and Woodside appeared at scratch, Carr withdrawing. The heat was hardly as interesting as the former, Burnham at once taking the lead and easily holding it to the end, and winning the race in 6m. 51½s.; Woodside, second, in 6m. 56½s. Mr. Woodside is an old racing man, having won many medals in this country last year and this, and last summer he won many prizes, much credit, and one or two championships in Ireland, and came into the race with considerable prestige, and many riders here who knew his speed and pluck expected he would easily win the race. It is but fair to state, however, that he is but recently arrived home from Europe, and has not ridden a bicycle since, except a slight practice preceding the race, and was by no means in racing form.

The final and important event was now called, viz., the ten-mile professional race between J. S. Prince and L. T. Frye for a \$100 cup and the championship of America. The men appeared and

proved to be in splendid physical condition, and much speculation, with and without financial value, was indulged in by their respective admirers as to the result. Both started well, Prince taking the lead, and Frye close up for seven laps, when the latter, amid deafening shouts from his friends, dashed to the front without much apparent effort, and in this order, with Prince hanging to his heels, ten more circuits were covered. Then Prince, with one of his rapid and often surprising spurts, raised a perfect storm of cheers by taking the lead once more, but only to resign it on the fourth lap of the fifth mile, which closed in Frye's favor. The Marlboro' man continued to lead through the sixth mile, with Prince still hugging close, and on the beginning of the seventh the latter again went ahead, amid wild shouts and cheers. On the second lap of the eighth, however, he gave place to Frye for the finish of that mile, when, again spurting, he led to the beginning of the tenth, and his friends began to raise exultant shouts, which were in turn taken up by Frye's admirers, as the latter, with a splendid dash, went ahead in turn. The excitement was now intense, many of the spectators rushing from side to side of the building, cheering and encouraging their favorites, and this grew into a tremendous mixture of yells, shouts, and cheers as, on the last lap, the men fairly flew, almost neck and neck, around the course, Frye still leading and straining to maintain his position, while his equally determined adversary labored still harder to wrench it from him. They came at a tearing pace down the homestretch, and it was difficult to keep the excited crowd off the track in its eagerness to see which was leading. Prince then, by a tremendous effort, bent over and managed to pass the line scarce a yard in advance; but it was sufficient, and, as he dismounted, he was seized by his admirers, and rushed around the course on their shoulders in triumph, although he was considerably done up by his exertions, much more so than Frye, who dismounted apparently as fresh as after a brief practice run. Prince's final lap (one fifth of a mile) was covered in 31½s., and the final mile in 3m. 6½s. The times, by miles, were as follows:—

	PRINCE.	FRYE.	REC'D.
1.....	3m. 13½s.	3m. 14s.	
2.....	6 28	6 27½	
3.....	*9 42	9 41½	9m 43s.
4.....	*12 50½	13 00	13 01½
5.....	16 19½	16 19½	
6.....	19 36	19 35½	
7.....	22 57	22 57½	
8.....	26 17½	26 17½	
9.....	29 37½	29 37½	
10.....	*32 44	32 44½	32 56½

The third, fourth, and tenth mile times, marked with a * broke previous records.

PRINCE and Frye rode the same machines as in their previous race, the former a 53½-inch wheel, and the latter a 58½-inch wheel.

THE Missouri Bicycle Club held a grand tournament the 13th inst., and introduced some novel features, such as a

race between a bicycle and a "bone-shaker," a race between Albin's "big" (lying) wheel and the little "Decker," and tricycle riding and races by four young ladies.

THE Kentucky Bicycle Club intend holding another race meeting in the Louisville Exposition building about Christmas time.

A GRAND bicycle tournament is being projected for 30 December, to be held in the American Institute building, New York City.

PRINCE was much elated after his victory, and, patting his stomach approvingly, remarked, "Hit's condition that does it!" He has, by training, reduced his weight over ten pounds since the former race.

MARLBORO' turned out in pretty good force to encourage Lewis, and they shouted lustily for him, and he well deserved it, if he was beaten by the skin of his wheel.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World:—What beautiful riding we have been having this past week. We are recompensed now for our dreary waiting the rough days, and weeks of rain, and if the snow will only stay away we will be too happy; you may talk as you please about the smooth riding, uneventful, of the paradises of Boston and Washington, my heart still wanders back to New York, and still inclines to her hills, and yearns to buckle to the work again, conscious of victory gained on many a steep winding grade: it brings a sense of power, and leaves a strange thrill deep down, which quickens to life as the old familiar scenes arise, and memory of former contests rouses the muscles to joyful action.

Everchanging, the vista stretches before you as you skirt the Hudson, bordered by the leafy hills; each additional mile adds its quota of beauty, and as on you pass each separate sense seems on the alert to absorb to its fullest extent the afflatus derived from the surrounding panorama. The trees have lost their gorgeous coloring, but the fading death of their leaves is fragrant still with the last sighs of a lingering autumn, and the last few leaves that strike you in their speedy fall earthward, are messengers from a memory of the days of the Indian summer tinged with gay coloring and bars of light shade. Farewell to Autumn. Come, Winter! with your snows, all hail! to the season of icy roads, fierce blasts, invigorating while subduing, that with a subtle touch or contrast make the summer time so grateful to us dwellers beneath the Northern Star. Selah!

Well, the Kings County wheelmen

made a success of their ball, and we did our little utmost by lending them the charm of our presence, and dispensing with a liberal heart the gems (rhetorical, of course) that dropped like pearls from our lips, fed by the overflowing reservoir of our cultured wit and vivid imagination. More "Selah!"

The success was due, not so much to the eager co-operation of the committees of arrangements and reception, as to the inherent social qualities of all the members, and the *clat* which was given to the whole affair. Their energies were untiring, so the desired result was obtained; their energy increased our pleasure, and the combination of the two made the ball what it was and what we hope it will be for many a year to come. *Vivè le K. C. W.!*

I don't think, come to sum it all up, that the reported split amounts to much; in fact, it's nothing more than a shaving, so to speak, the origin of the rumor lying in the fact that some four or five of the members living in another part of the city distant from their headquarters, joined the new Long Island W. Club on its organization, its shingle being tacked up somewhat nearer to their homes; its advantages, therefore, partially filling the niche in their requirements, and thus while not entirely severing connection with the older club, they give their bodily support to the new. I am very glad that it turns out according to my hopes, and that the K. C. W. is not destined to divide, for a long life is now before it, and its chances are great. It's all right, Moseman. I've found out who introduced *me to you*, and I have devoted him to the avenging Furies.

There has been a good deal of riding the past week, principally by the Citizens and the Ixions,—the Manhattans all ride now on one wheel, which we see around occasionally—would see more of them probably if they were not so busy, and if their treasurer had not gone to Europe. The Lenox do a great deal of riding (on the L. road) and haven't taken a header for a good while. They (the Lenox) had a meeting the other night, and all sat on one chair. The meeting had a long debate with himself, question being "to adjourn" or "not to adjourn." The room was cold, and the question was finally decided unanimously in the affirmative. The quorum present said that he sat on one chair because the Ixions, who were having an important meeting in their room, had taken all the Lenox chairs. I don't believe it, though, and think it is just a dodge to make us believe that the Lenox were tired and wanted to lie, instead of sit, down. Did they, Tommy? The Ixions are going around very mysteriously, saying with an air of great secrecy, that great things transpired at their meeting, and that the particulars *may* shortly be divulged. How I do sympathize with their overburdened brains, unused to such a great strain. I think, however, that they have been giv-

ing me taffy in a bunch, and that they were busily engaged in a deep conspiracy to throw some poor devil off his machine while second place Pitman gets a first place medal to hang on his pantaloons. I say pantaloons, because there is no room left on the manly bosom wherein dwells the radiant image of the sylph-like farmer's daughter (shingled hair and all). I hope that my suspicions are correct, for ever since the subscription was taken up on Mr. Pitman's behalf to have the Philadelphia medal photographed, all resident riders have become deeply interested in Mr. Pitman's welfare, and we intend that Mr. Pitman shall get Mr. Pitman's heart's desire; if his—Pitman's hair grows gray in the mean time, and we have to raise—Hades—to compass it. (Pit likes to see his name in print, and I have slathered it on with a brush this time, and I do hope he will see it.) Oliver is back from Boston, and once more we have the Hub for breakfast, dinner and supper. I think I prefer it for dinner, Oliver, for with me everything revolves around that.

It looks very much as if we were going to have an exhibition and racing here at the American Institute, on 30 December. Woodside and Sanford and Wheeler, of the Ixions are going into the 25 mile and Thompson, at least, into the 5-mile, and we shall certainly hope to see a goodly number of visitors from out of town. Well, it is right at New Year's, so remember, gentlemen all, that we New Yorkers keep open house for our friends then and always, so come. CHIC.

NEW YORK, 16 December.

'Xtra, Etc.

Editor Bicycling World:—Mr. Terry is in error, about what may possibly be an error in myself. The position of the 'Xtra I referred to as that in which "power can be applied simultaneously to both cranks, and this by pushing," is when one crank is approaching the vertical and the other approaching the bottom of its circle; then the latter crank may have not quite ceased to receive pressure, and the former (the joint at end of the long curved bar being for the moment a fulcrum, and the bar then a lever of the second kind) *may* receive a pressure before reaching the vertical position. If the special claim made for this machine by its friends, that of "long effective stroke," and of stroke during more than half the revolution of crank—has any foundation at all, the above is correct; if not, not. That Mr. Terry has never discovered this "curious movement" in riding, is not strange, for (as I have heretofore said) the pressure, in the position stated, is too slight to count for much, unless to avoid catching on the centre. Let him hang up his wheel, within doors, and try the experiment of starting, from all positions of crank, while in the saddle.

The material unlikeness of the leg action in the Dutton to that in the ordinary bicycle, is simple. Doubtless, if the

ascending leg were for the moment to lose its weight, the ordinary rider would have the less work to do; yet it is the crank and pedal, actuated by the momentum of machine and rider (which momentum, except on down grades, is given by the rider's muscles) that "picks up" his leg; he does not lift it up by *direct* exertion with the descending one. This momentum being consumed by upward grade, the downward leg has, in hill work, not only to force the whole establishment up the lift, but to force up the ascending leg also; the "weight of body" on the pedal ignored, this is one reason why hill work is hard. On the American Star, when the leg gets to the bottom the rider must lift it back directly by its own muscles, as otherwise it would stay there; there is a spring to assist the return, but as much power as the spring contributes to lift back the lever has to be overcome when pushing the lever and pedal down—so I see no gain from the spring except in bringing back the lever itself without making the rider *pull* it up. On the Dutton, also, the running of machines has no effect at all to bring one leg up to take down the other, but a cord connects the levers, so that "the leg must be raised again by the direct push of the opposite one." Throw a cord over the back of a chair, and tie your feet to the two ends; then saw the feet up and down, and you get the Dutton action exactly.

JULIUS WILCOX.

63 MURRAY ST., NEW YORK, 15 December, 1882.

An Appeal.

Editor Bicycling World:—Allow me, through your widely circulated columns, to appeal to the large-heartedness and gratitude of my American brothers of the wheel on behalf of the fund which is now being raised in Coventry to provide a suitable and lasting memorial to the late Mr. James Starley, to whose efforts we are all so much indebted for the pleasure we derive from the use of the modernized bicycle and tricycle, and especially of the latter. As many of your readers will no doubt remember, Mr. James Starley died a year and a half ago. To his inventive brain and unremitting attention are due the application of the step to the bicycle, and its gradual development to its present form from the early "boneshaker." He also introduced and invented the Ariel wheel and the Tangent wheel, now used in a modified form on the Yale bicycle, and in tricycles he practically invented every point worthy of possession, and by his tireless energy he forced the three-wheeler into prominence against a flood of popular prejudice. Mr. Starley lived to see his labors taking tangible shape, and to supply our Queen with the first tricycle ever supplied to royalty, but did not live to enjoy the fruits of his labors, as he died just as the business, now prosperously carried on by his sons, had established itself firmly, after years of toil-some uphill work. The workmen in this city, whose trade Starley virtually re-

vived, have contributed amongst themselves to start a fund with which to provide a memorial which shall show the esteem of the fellow men whom he has benefited. The sum at present collected amounts to \$1.135, and now that appeals have been made to the British public, subscriptions are coming in daily. I am sure American riders are not behind their English brethren in generosity, and that they only require the case to be stated to them to respond readily to this appeal, which, having made, I subscribe myself,

Yours fraternally,

HENRY STURMEY,
Representative L. A. W.

12 SMITHFORD STREET, COVENTRY, 5 December, 1882.

P. S. I shall be pleased to receive subscriptions per money order or draft, or they may be sent to Mr. T. H. Harris, Fern Cottage, Payne's lane, Coventry, Eng.

H. S.

Ye Bicycle Man.

O WHY does that young man stand up on his head,
On his head, in the mud of the gutter?
Do you think for a moment that he would fain
Stand there for the purpose of cooling his brain,
Or watching the heavens for symptoms of rain,
In a way so aesthetic and utter!

If you do, you fail to catch on to his snap,
Fail to catch on his snap my young friend,
He was going down hill at too rapid a pace,
When catching a glimpse of a pretty girl's face,
He lifted his cap for a "dash," and through space,
He quick flew and struck on the wrong end.

WORCESTER, MASS.

F. W. B.

Tricycling versus Bicycling.

By A. J. WILSON, Captain of the North London Tricycling Club.

WHAT a truly deplorable state of destitution the American public must be in, if I am to judge by the state of affairs depicted by a correspondent, who says: "You may be interested to learn that, although a wheelman of four years standing, and in that section of the United States where the wheel is most extensively used, yet I have, in that time, seen but *three* tricycles on the road; and never, much to my regret, has an opportunity for a personal trial been vouchsafed me!" I concur in my correspondent's hope that — "this state of things will come to an end ere long," although I must demur to his opinion that — "considering the nature of our roads, the three-wheeler can never hope to compete with the bicycle for general use outside of the larger cities," my ideas of American roads, formed by what I have read in wheeling papers, leading me to believe that the three-wheeler will be found vastly more suitable for touring in the States than the bicycle is, or ever will be. In this I speak from experience, having been a rider of bicycles without number, regularly, at all seasons, for six years past, whilst my first acquaintance with the bicycle was formed when the original boneshaker had been but a few days in England.

In comparing tricycling with bicycling, it has been the custom to allow that for elderly or nervous people the tricycle was the preferable of the two vehicles, and it is only within the last year or so that

many young and athletic men have been found to cast their votes in favor of the safer. Lest the spread of tricycling in America should be similarly handicapped, then, let me at once say that after all my bicycling experiences; after having toured in England and Scotland on bicycles; after having made annual records of 3,000 to 4,000 miles for several years; after having won over a score of prizes in bicycle-races, and been scratchman in the four bicycling clubs to which I belonged; after having, in fact, proved myself to be thoroughly master of the bicycle, and fully conversant with all its advantages. I have voluntarily and of malice prepense relinquished bicycling entirely, in favor of tricycling. And this is not because I am getting old, either, for I am still on the sunny side of twenty-five; neither is there any extraordinary reason for my defection from bicycling; mine is a common case, and its statement will serve well enough to put before the American public the advantages which are responsible for the fact that tricycles already outnumber bicycles in the suburbs of London, and are seen nearly as often as bicycles in the country towns and lanes of England.

Whenever a friend of mine talks of "going in for" a bicycle, I exhort him, as *Punch* advises young parties about to marry, — "*don't!*" Get a tricycle, by all means, enjoy all the benefits and delights associated with bicycling, and escape the drawbacks and terrors inseparable from the upright thingamajigger! The initial cost of a tricycle is but a trifle in excess of that of a bicycle; there is no danger in learning, only gentle practice being requisite to become conversant with the peculiarities of the machine; if gearing down is resorted to, there will be no greater force requisite in driving than in the case of a bicycle; the nervous anxiety to preserve the balance and steer in a straight line, which makes the path of the bicycling beginner so full of thorns, is quite absent on a tricycle; the speed is but a trifle below that of the bicycle, with the same amount of exertion; and as a whole, the enhanced comfort and safety of the tricycle makes it infinitely to be preferred to the bicycle for all ages of men, whilst no comparison can be made in the case of ladies, whose disability to ride bicycles is quite removed in the case of tricycles.

Summed up, the two vehicles can be thus compared. For furious speed, attended with great danger, the bicycle; for moderately fast speed, attended with complete safety and comfort, the tricycle. For appearance, if acrobatic skill is the ideal, the bicycle; for appearance, if quiet dignity is aimed at, the tricycle.

To deal with my correspondent's idea that American roads are better suited for bicycular travelling: presumably this view is formed because of an impression that the greater weight and friction accompanying tricycles will render their propulsion over rough and founde-rous roads more difficult than the propulsion

of bicycles. This is quite erroneous. the truth being the reverse; the rougher the road the greater the advantage of three-wheelers. On a very rough or heavy road, the perilous instability of a bicycle is the one thing manifest; a big stone, a deep rut, or a hole full of thick mud, will stop the bicycle wheel dead, throwing the rider over the handles. A tricyclist, on the contrary, can run on to patches of loose flints, bang over boulders, and plough through heavy roads fearlessly, his machine breaking to pieces rather than kick him out. A bicycle crank must make its revolutions level with the revolutions of the wheel, so that the bicyclist's legs have to be strong enough to drive his 50-inch wheel one hundred and fifty inches along the road for every stroke of the treadles; but a tricyclist can have his machine geared down to any extent, so that his treadles revolve faster than his wheels, thus giving him power to exert tremendous leverage in driving his wheels against heavy resistance. The same is the case with regard to riding up steep hills; the bicyclist must take his wheel completely round at every revolution of his crank, but the tricyclist can gear his wheels down to an unlimited degree of power. And this gearing down does not sacrifice speed to such a great extent as might be supposed, since it is found to be easier to learn to treadle quickly against slight resistance. *Par exemple*, I have a "Social" which has 50-inch driving wheels, but by using chain wheels, with twenty teeth each, on the driving-wheel hubs, and chain-wheels with fifteen teeth each on the crank-shaft, the wheels are geared down to thirty-seven and one-half inches; that is to say, for a complete revolution of the cranks, the driving wheels only make three quarters of a revolution. The result is, that with a lady as my companion, I have ridden this machine up every hill which I have yet encountered, including Reigate Hill and Muswell Hill, both of which are usually walked by bicyclists, and which are the two steepest hills within twenty-five miles of London. Yet, although this gearing down gives power at the expense of speed, practice enables us to move our feet so rapidly on the level that — there being so little resistance when the driven wheels are proportionately of but thirty-seven and one-half inches diameter — we never experience any difficulty in keeping up a pace equal to that of average touring bicyclists. On a single tricycle, also, I have found that I could treadle so quickly — the 48-inch wheels being geared down to a 40-inch — that I completed six and one quarter miles of hilly road, against the wind, in twenty-eight minutes, although the machine had very bad plain bearings to all parts. This is equivalent to riding nine miles three furlongs on a 6-inch bicycle, revolution for revolution, which is, as nearly as possible, the fastest time Mr. Cortis ever rode in.

But where the tricycle chiefly appeals on the score of safety is on rough roads

at night time. Roads which, from their stony, rough, or muddy nature, would be utterly impassable to a bicycle in the dark, can be safely and comfortably traversed on a tricycle, which skims over ruts, holes, stones, and mud, encounters all obstacles, in fact, without any danger; the rider's only care is to take the hard knocks with as much gentleness as feasible, for the sake of saving wear and tear to his machine. Spills, croppers, side-falls, purlers, all the dangers of bicycling are eliminated from the tricyclist's experiences. Therefore, I believe that my correspondent was mistaken in opining that American roads are more suited for two than for three wheeled velocipedes.

In towns and cities, where there is much traffic, the tricycle's stability enables its rider to traverse the busiest streets in perfect safety. This may not be of such importance in American cities, with their wide streets; but in London our narrow city streets, blocked up by vehicular traffic, make this a great consideration. I have ridden from one end of the city to the other, on a 56-inch bicycle, without touching my handles, balancing and steering with my feet alone*; but as a rule it is imperative on the bicyclist travelling through London to dismount every other minute, when the way is blocked. The tricyclist need only apply his break, or even stop by back-treading, and can move as slowly as he desires, without any extreme degree of skill. This power of stopping without dismounting is also appreciable in the open country, where pedestrians can be conversed with or scenery admired without any need for dismounting; the tricyclist has his vehicle so completely under control that he is as comfortable as in an arm-chair.

Another advantage of the three-wheeler lies in its stability, permitting a practically unlimited break power being applied, so that instead of walking down—or at best riding down at a crawling pace—steep hills, in dread of the bicycle's back wheel lifting, the tricyclist can “coast” descents at a splendid pace, with confidence in the power of his long lever hand-break to pull him up short if necessity occurs.

But if single tricycling is so much preferable to bicycling, how infinitely more so is it the case with regard to double tricycles? “Sociable” was the name given to the first tricycle, which was made broad, with two seats and two pairs of treadles; and the world has stuck to the machines tenaciously ever since. Sociable above all things they undoubtedly are, and the possessor of a double tricycle is the most popular man in his set. Compare the pleasure of riding on horseback, with a friend on another horse, or of driving two dog-carts in company, and say how much more pleasant it is to have your companion in the same vehicle with yourself, close by your side,

in fact. Imagine, further, the additional advantage of your companion having plenty to amuse him (or her), by having to do his (or her) share of the propulsion, instead of sitting idly and listlessly while the one does all the driving; add the smooth, noiseless running of the rubber tired tricycle, as contrasted to the grinding of an iron wheel and the beating of a horse's hoofs; and then cap the whole by the exhilaration produced by cycling exercise in every form; and admit that sociable tricycling carries off the palm for pleasure. I speak from experience. I have tried every class of recreation, from boating to cricket, and from tennis to driving, but never until I bought a Sociable tricycle have I spent such a pleasant season as this present one of 1882.

The American public only requires to know what it is like, to take to tricycling with a more enthusiastic *furor* than their more phlegmatic British cousins. Let some of the bicycling clubs imitate ours by speculating in club Sociables. Let those tricyclists who can afford it buy Sociables for themselves, and once the fashion is set there will sweep a tide in favor of tricycling which will utterly overwhelm the bicycling boom.

Wilmot's Fancy Riding.

ANOTHER exemplification of the possibilities of the bicycle in the direction of fancy riding was presented at the Olympian Skating Club rooms in the Mechanic Association Building, Thursday evening of last week. Mr. W. D. Wilmot, the “snow man,” having stopped conquering winter, has been getting himself into fancy condition, and on this occasion treated the public to many new tricks as well as new versions of some old ones, and did all excellently well, and won almost continuous applause from the spectators and a handsome \$25 gold medal from the club. Commencing with one pedal riding, Wilmot quickly changed his position and assumed all manner of difficult postures on his machine,—vaulting, coasting at full speed while hanging by his toes from the handle bar, riding on pedal and step with folded arms, leaping into the saddle with both feet at once, and then coasting while kneeling on the bar with arms folded, catching two bags from the floor and regaining the saddle again, kneeling on the bar and holding the bags at arm's length, and many more equally difficult and good. The side-saddle riding, with hands off, was very good, especially when cutting a circle with the body on the outside, leaning in,—a very difficult and dangerous feat, requiring fine balancing.

In standstills, Wilmot had an excellent line, including sitting and lying on the pedals and balancing with the body standing on the pedals. spokes, and tires in fully a dozen different ways, standing astraddle of the head of the machine, standing on the front of machine, facing toward the little wheel, and again with his back to it, walking down the spokes and picking up his handkerchief and re-

gaining his seat,—in fact, walking all around and over the machine without once touching the floor. The excellent thing in all these standstills was, that after once standing still Wilmot did not step on to the floor, nor did the machine leave its position until he had gone through a list of some twenty or twenty-five difficult tricks. In riding on one wheel Wilmot rode very fast; and this, we think, was a slight fault, as, according to our idea of the act, speed will keep the rider from toppling over front, while in going at a slow pace the rider exercises considerable more skill in keeping his centre of gravity. Another new line that the exhibitor brought out was riding on the steps of two machines, bringing them to a standstill, and then standing in the saddles with arms folded; and then, to cap this, riding on one machine, leading two others, one in each hand, stacking all three, and standing erect on the saddle of the centre machine.

The Way out of the Difficulty.

As is no doubt well known to our readers, we have given the question of amateurism a very considerable amount of attention, and we flatter ourselves that the action we have taken in the matter, by exposing cases of suspicious amateurism and questionable doings, has had its influence upon the world on wheels during the past season.

With respect to the proposed amateur *coup d'etat* our opinions are well known, and now, whilst things are in the unsettled condition they are, venture to propound a remedy, which shall be a cure for all ills in this matter in the most effectual way. We have thought over and reasoned out the question thoroughly with ourselves, and are pretty sure the adoption by the Union of the course we are about to suggest would act far more efficaciously in cleansing the amateur ranks than the most exacting regulations would be capable of. The facts of the case, as the lawyers say, are contained in a nutshell. We crack this nutshell, and may summarize its contents in the following words, “ENCOURAGE AND GIVE MORE ATTENTION TO PROFESSIONAL RACING.” We fancy we hear the affrighted exclamations of the purists on their reading these words, but we can assure them that a little reasoning will show them the truth of our assertion.

At present the Union professes to be open to all, yet it practically says to the professional, “We will take your shilling, but we cannot give you anything for it,” and, in consequence, it has been several times mooted that a professional Union be formed, though this has not been done owing to the want of cohesion in pros. as a class. The Bicycle Union, however, now is a power in the land, and if it will only look after that part of its constituency which at present is totally neglected, and encourage professional racing, it will not only be serving that section, but strengthening its own hands, and purifying amateurism at the same time.

* The fact that the writer is entirely deaf, renders his feat all the more wonderful. —*Ed.*

Let the careful reader go through the accounts of race meetings which have appeared in our columns, and calculate the number of these meetings which are held for each class of riders, and he will at once see the very poor chance a professional, unless he is a very first-rate man, has of securing a race, and he will see at once the reason we have so many "questionable amateurs" in our amateur ranks. Make a man a professional for any cause and he is virtually out of racing altogether; for, with the exception of the Bank Holiday sports, the six-day tournaments, and a few scattered and isolated meetings, which are, as a rule, mapped up by about a dozen men, racing by professionals is never to be had, and as a natural consequence every man, however impecunious or avariciously inclined he may be, is almost compelled, if he wants to race at all, to compete as an amateur. Were professional races as frequent as amateur events, it would be simply a case of tossing up between the "pots and the pieces," and those who could not afford to run for honor, or who wanted the money, would go for the professional events instead of defiling the amateur ranks. Suppose a fair garden is spoiled and rendered dirty and disreputable by reason of the smoke of an adjacent chimney, it will be found an easier and more efficacious plan to make the said chimney "consume its own smoke" than to either cover in the entire garden or remove the individual smuts from its flowerets and walks. So then, by the increase of money races, the professional chimney will consume its own smoke, and leave the amateur garden pure and clear.

It will, no doubt, be said, in opposition to this suggestion, that to increase professional racing would spoil sport, and simply give the British public a lot of bogus races which would disgust it with wheel racing altogether; but to this we say that in the first place professionals are not all so black as is sometimes pictured, and their races are not all the false affairs they are imagined to be, in proof of which we may instance the Wolverhampton Mile handicaps, which are contested fully as fairly as any amateur events, and draw considerably more people to witness them than do nine-tenths of the amateur athletic meetings; besides which the Union undoubtedly is now a power in the land, and if it draw up a code of rules, and professional races be held under these rules, it will have as much power over the future running of the contestants as it has over the competitors in amateur events, for by the exercise of its power it will be able to suspend men breaking its rules, and prevent their entries being taken at any meetings held under those rules. — *Cyclist*.

It may be interesting to many of our readers to read the following table of dutiable values of bicycles and parts imported into Boston in the last five years: —

Year ending 30 June, 1878.....	\$1,813
" " " 1879.	10,220
" " " 1880.....	26,840
" " " 1881.....	38,942
" " " 1882.....	43,411

\$121,226

There were nine hundred and fourteen bicycles and seventy-eight tricycles imported in 1881-2.

Cycling Mems.

APROPOS the subject of gearing referred to in last week's mems. I reprint from the *Tricyclist* these lines by "a late convert to gearing down": —

All, for comfort who incline
And for easy riding pine,
List to him who pens this line —
"Gear them down."

Then, as thro' the country side,
Effortless almost, you glide
In the cool of even tide —
"Well geared down,"

Bless the day when first you heeded
This the counsel sorely needed
By the riders of the "speeded" —
"Gear them down."

THIS rhythmic way of putting the driest subjects has many good points, and almost tempts me to try my hand at it. Thus: —

If for racing, you go in,
And speed intend to win,
Or on level roads would spin —
"Gear them up."

By sand you'll be impeded
If my advice remain unheeded,
And you ride one of the "speeded" —
"Well geared up."

"London W." does not know,
And in candor tells you so,
But, if up hill you would go slow —
"Gear them up."

ONE could also pen many lines in verse on the much discussed subject of size, so: —

If for safety you aspire,
And your muscles would not tire,
Ride well within your reach,
Is the motto I would teach.

If you ride the largest size
You can reach by stretch of thighs,
Your calves you'll surely strain,
And repent when on the train.

If headers you would get,
Heed not my counsel yet;
But when out upon your wheel,
Down with toe and up with heel.

If your pedal you like to slip,
And to earth would touch thy lip,
Ride the very biggest wheel
That a pointed toe can feel.

THESE attempts at what "Juvenis" would call "wheely verse," though very crude, may partially express my opinion, *in re size*, and while I think that either extreme is injudicious, one should be very careful about riding a wheel which requires too much stretch of the leg.

I AM convinced that when the toe is pointed downward to its utmost, one loses the control of his machine, so necessary to preserve his equilibrium.

WITH a machine that fits, and good rat-trap pedals, there is very little need of headers or falls of any kind, if ordinary care is used.

SPEAKING of headers, calls to mind how often the only objection a man will have to the sport is its danger. Little do they think that many pastimes and pursuits are far more dangerous.

LET any one who doubts my assertion visit the Mechanics' Fair building in this city and witness the number of ladies and children who are hourly helped from the floor, suffering with pains and bruises received while indulging in that "harmless and safe" exercise of roller skating.

IF one could only get a record of the number of injuries received from tumbling around on a pine floor with rollers attached to feet, I think bicycling would compare favorably to it.

THE main objection to Mr. Ducker's suggestion of classes, instead of ordinary handicapping, is the small number of racing men at present.

TAKE, for instance, the three minute class. There are not more than two or three riders in the country who can cover the mile in that time, so that they would all have to compete to make a race.

STILL it is clear that some system of "official" handicapping should be framed, and I trust the League, as the racing authority, will take some action in regard to it.

THE horsey heat racing I wish could be done away with, as it is rarely that the second heat affords any excitement.

WHEN the number of entries are sufficient, I think the English method of heats affords the best racing.

AND with the winner of each heat, and the second man in the fastest heat, the finale is usually interesting.

THOUGH this week's mems. are largely on racing, I don't they will be accused of being racy. LONDON W.

BICYCLE TOURING CLUB.

APPLICATION for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$3.50, which includes silver badge. Annual dues, seventy-five cents.

THE following applications for membership have been received: —

E. S. SUMNER, P. Bl. C.,
Lock Box 1684, Bridgeport, Conn.

GEO. H. JOHNSON, P. Bl. C.,
129 Stratford avenue, Bridgeport, Conn.

CHAS. C. GODFREY, P. Bl. C.,
254 State street, Bridgeport, Conn.

CHAS. A. GALL, West street, Milbury, Mass.

MASSACHUSETTS Chief Consul J. S. Dean recommends the following for consuls and hotels in Massachusetts: —

CONSULS. — Boston, Louis R. Harrison; Brookline, G. G. Hall; Gloucester, J. S. Webber; Milton, E. L. Pierce, Jr.; Roxbury, E. F. Lowry; Newton, C. L. Clark; Attleboro', W. J. Burton; Lowell, Wilks Farrington; Dorchester, F. W. Smith; Worcester, F. W. Blacker.

HOTELS. — Boston, Hotel Vendome, Commonwealth avenue; Salem, Essex House; Northboro', Northboro' Hotel; Canton and Sharon, Cobb's Tavern; Cohasset, Black Rock House; Natick, "Baileys"; Milton, Blue Bell; Attleboro', Park Hotel; Peabody, Baileys; Medford, Medford House; Wellesley, Hotel Wellesley; Swampscott, Red Rock House.

Now is the time to look over your bicycle and see that it is in good trim for next season's work. You can get it put into good running order at Hedger's at a moderate price. The rush will begin soon, and then you will have to wait for your work. See advertisement.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00, or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

Representatives and Consuls.

Fellow Leaguers, — The League now calls upon you to come to the assistance of your chief consuls throughout the States and Canada, most of whom have already received complete lists of all Leaguers within their respective sections. Any representative finding his chief unsupplied, or in the least lukewarm, will confer a favor upon us by stirring him up to the importance of the move in which we are at present engaged. Every member of the League should make it of personal interest to retain within the ranks all whose names now stand upon our books, and at the same time be as active as one can consistently in the bringing in of recruits.

In every State, county, city, ward, and town where there is a League member, let him spend a few moments in thought as to whether or not he has a fellow Leaguer, and, if so, has he paid his dues for 1882-3; it will do no harm to ask him, for, in case he has laid up in full, he will feel proud to acknowledge it, and if not, just the desired information, has been obtained and he will, upon personal solicitation, gladly contribute his mite, which will, in connection with the many coming in from all quarters, create a *mighty mite*, which will so gladden the hearts of all actively interested in our welfare as to permit us to enter the field of active usefulness in the early spring with feelings of assured success, sustained as we shall be by well-filled coffers. Let us have either a revival or a general conflagration of the driftwood about us, either of which will prove a benefit, the former to quicken our energies, the latter to purify our records.

Our organization calls for no defence. The officers have done what appeared to them wise and proper, with the funds at their command. Mistakes have been made, we know, but experience teaches much if we will but profit by it; and what society or branch of business has not been called upon to lay out its means in this direction, sometimes, yes, often, most lavishly? We have, alas, too frequently read and heard bitter sarcasms aimed at the L. A. W., and at best we have simply stood upon our defence; *that course must from this day be forever abandoned*, and in its place let us adopt one of active aggression. We are now well and firmly organized, and if we will but awake, we will discover that we are far stronger than we have ever dreamed or imagined. An organization that will sustain such oft-repeated attacks for years as ours has done, and yet present so sound and invincible a front to its opponents, is well worthy our support.

We hope that these appeals will by some means reach every bicyclist of the country and call forth from him his hearty approval. Let us first of all rally under the banner of our own National Union, and then aid all others as our benevolence may guide, the same as one would send money to India, China, or Africa in aid of their missionary societies. Yours fraternally,

W. V. GILMAN, *Treas.*

NASHUA, N. H., 16 December, 1882.

To the Board of Officers L. A. W.

At the regular business meeting of the Chicago Bicycle Club, 12 December, the following was adopted: — *Resolved*, — That we express to the board of officers of the League of American Wheelmen our entire confidence in their ability to correctly outline the policy of the League and carry the same to a successful issue; that we firmly believe in the correctness of the principles and constitution of the L. A. W., under which we feel

its future success is assured; that while we do not in-dorse the action in amending the amateur rule, lest the same may conflict with that of the National Association of Amateur Athletes, with which we think the L. A. W. should be in accord, our confidence in the management is such that, should it be proven the board of officers have made an error, we believe they will set the matter right.

B. B. AYERS, *Sec.*

Massachusetts Division, L. A. W.

Editor Bicycling World: — I send you names of additional Massachusetts consuls: Charlestown, Jas. P. Burbank; Dedham, Chas. M. Cox; East Bridgewater, C. C. Wing; East Brookfield, Chas. P. Doane; Holden, J. Frank Wood; Hudson, L. W. Bruce; Leominster, W. H. Chase; Lowell, Fred. A. Fielding, vice W. Farrington, resigned; Needham, Arthur Whitaker; South Abington, Jos. Fette, Jr.; Winchendon, Fred. P. Smith. Yours fraternally,

F. S. PRATT, *C. C. Mass.*

To Massachusetts L. A. W. Consuls.

THE duties of League consuls are briefly as follows: Judicious efforts to enlarge the membership of the League and to extend its influence; assisting State officers in assigning proper hotels; answering enquiries from touring members; locating guideboards for the benefit of visitors at advantageous points and interesting resident clubs to erect the same as a hospitable duty; noting carefully the characteristics of every road in the neighborhood so as to accurately fill out the route slips which will be sent you by an early mail. These route slips are to be returned to the chief consul as fast as completed. A book should be kept by each consul containing copies of route slips and also such items as these: names of clubs, their number, and names of League members in the vicinity; number of calls from visiting members; names and rates of League hotels; and local laws, if any, restricting bicycle riding. A report embracing these items, together with other matters of interest, should be submitted to the chief consul, first of each quarter.

These duties are not expected to interfere with business engagements, but may accompany the ordinary use of the wheel to a great extent. In the capacity of local representative of the L. A. W. many occasions will arise for courtesies to fellow wheelmen, without serious sacrifice of time or labor.

FRED. S. PRATT,
Massachusetts Chief Consul L. A. W.

Arrest of Two Wheels.

A CASE occurred yesterday which suggests that a clean-cut issue is to be made between the advocates of the bicycle and those who regard the spidery machines as a device of the devil. On several occasions complaint has been made through the newspapers and to the police that horses have taken fright at these vehicles and cavorted in a manner hazardous to life and limb, and some of the more pronounced opponents of the innovation have insisted that a regulation be adopted excluding them from our driving parks. It would seem that the gentlemen representing this side of the controversy have brought some influence to bear upon the superintendent of Forest Park, for yesterday when he saw Mr. C. E. Stone, one of the leading spirits in the bicycle club, whizzing along one of the drives, he halted him and told him he must take his machine right out of the park. Mr. Stone is a young gentleman of great deliberation, and somewhat stubborn withal. He dismounted from his contraption and, notwithstanding the rawness of the atmosphere, proceeded to argue the point. He regarded the Forest Park drives as open to the use of the public, and he knew of no law or ordinance which excluded him from the enjoyment of whatever luxury they might afford. He might be wrong in his position, and if the superintendent would kindly cite any authority for prohibiting him from the

use of the roads, he would cheerfully submit and withdraw.

The superintendent did not have his law books with him, and besides, he had better things to do than waste his time arguing the point. Suffice it to say, that he regarded the bicycle as a dangerous nuisance, and it must keep out.

Mr. Stone refused to see the force of the statement, and stated that the question might as well be settled now as at any time if that was the view the superintendent proposed to act on. He refused to go out. The superintendent called a mounted police officer and ordered him to arrest the intractable youth. While the officer was contemplating the appalling problem of how he was to get that outfit to the station, three and a half miles away, Mr. Stone relieved him of his embarrassment by telling him to remain on his horse, and he (Stone) would ride alongside of him on the machine to where the matter could be settled. This proposition was a pleasant surprise, and the officer and his prisoner started at a lively gait for the city, the officer's horse fighting a little shy of the two-wheeled animal which was carrying the "collar." The pair attracted no small degree of attention as they rode along, but they reached the mounted police station without noteworthy incident. Capt. Huebler was not present, but after a short wait he put in an appearance. The officer stated his case, saying he had made the arrest on the order of the park superintendent. The captain said there was no warrant for the arrest, as bicycle riding was as lawful as buggy riding, there being neither statute nor ordinance against it. So Mr. Stone was told to go his way, and the bicycle club will take a smile at the expense of the park superintendent. — *St. Louis Republican*, 27 November.

THE RULE OF THE ROAD AS TO ELECTRIC TRICYCLES. — The confidence which we expressed the other day that the legal obstacle offered to the general use of electric tricycles by the act of parliament referring to traction engines would speedily be surmounted has found a prompt justification. A civil engineer who has invented one of these roadsters of the future has evaded the clause referring to machines "driven by other than the animal power" by providing that the tricycle, although really worked by electricity, cannot be moved unless a certain minimum of "animal power" is exerted continuously. The mere weight of the tricyclist, for instance, might constitute the "animal power" required to liberate the electricity; but, whatever may be the principle of the patent, the courts will not be strict in applying to electric tricycles the law for the regulation of traction engines. — *Pall Mall Gazette*.

SOME rather novel experiments for arriving at correct data of the relative speeds on a long journey of bicycle, tricycle, and sociable, are contemplated by two enthusiastic devotees of the wheel.

When bicycling, they were both as nearly as possible equal, and being neighbors they know exactly what amount of work they are doing; and that both are in as nearly as possible the same condition. These being equal, then, they propose on an early day to ride a match, one on a bicycle, the other on a tricycle, the distance a hundred miles, to ascertain how far the two-wheeler is ahead of the trike. Having done that, they propose to carefully keep watch over each other, and in a week's time endeavor to come to the scratch in as nearly as possible the same condition as they were in on the occasion of the match. This time, they are both to ride the same machine — a sociable — over the same course, and thus compare the times accomplished in each case. It is believed that the difference in the times will be much less than is usually supposed, and as the circumstances are, in all particulars, as nearly parallel as possible, the test will be a fair one. Both being out of training, no fast times will be made, but the whole series of trials will be aimed at comparing the speed of ordinary riders untrained. — *Tricyclist.*

A Model Bicycle.

Now all ye jolly bicyclers that love the steed bicy-
cular.
Come lend to me, a moment, your elongated auricular,
While I unfold to you some rather queer particulars
About the very model of a model bicycle.

It was built upon a plan that was really quite stupen-
dious,
The skill required in mounting it was utterly tremen-
dous,
And should we try to ride it now 'twould surely make
an end of us,
For it was the model of a model bicycle.

Its name appears to be so hazy and so mystical
That guesses on this subject are quite apt to be sophis-
tical;
Try British Challenge, Premier, Club, or else, more
euphonistical, —
Why call it the very model of a model bicycle.

It was stated by its owner, with the most extreme
audacity,
That it could not be taxed beyond its carrying capacity;
But, in making this remark, he must be lacking in
veracity,
Altho' it was the very model of a model bicycle.

It first appeared in Montreal, in a way somewhat mys-
terious,
And caused so great commotion that affairs looked
very serious,
With this conundrum every one did bother us and
weary us:
Have you seen the very model of a model bicycle?

The wheels might be described as being periphrastical,
The saddle mounted on a spring, a leetle too elastic;
But its owner always spoke of it in terms encomiastical,
As being the very model of a model bicycle.

The roller-brake was certainly a marvel of simplicity,
And stopped the whole machine just as quick as elec-
tricity
Does to the latest messages and war news give pub-
licity;
Oh! it was the very model of a model bicycle.

Its construction, tho' peculiar, yet admits of great ra-
pidity,
Still, people did not seem to buy with unusual avidity,
Tho' its rider did describe with remarkable lucidity
This antiquated model of a model bicycle.

A Philistine did state in a moment of capriciousness
(But I think that his remark had a savor of malicious-
ness.)
That the spectacle presented was not one of great au-
spiciousness, —
Altho' it was the model of a model bicycle.

To describe it thoroughly, with an air of great pro-
fundity,
And in a manner quite devoid of aught, like vain jocun-
dity,
Would require imagination of remarkable fecundity,
For it was the very model of a model bicycle.

But now as I have about exhausted my vocabulary,
I am forced to put an end to this simple untinnabu-
lary.
Or else some irate member of our glorious constabulary
Will arrest me and the model of a model bicycle.

K. K.

MONTREAL, 6 December, 1882.

CURRENT CALAMO

"MERRY Christmas" to you!

WHO says *this* race was crooked?

Now for the "rubber" between Prince and Frye.

FRANK WESTON has a large and un-
varied stock of circulars to sell.

THE "lambs" of the Boston Chop
Club sat down to "another" last Sat-
urday evening.

ANOTHER English bicycle, the "Hop-
kinson," is now on the American market,
and from the description we should judge
it might be a good machine.

MESSRS. ATKINS and GILBERT will
reopen the Casino at the Institute Fair
building the coming season, and take
possession the first of April.

FIVE members of the Tremont Bicy-
cle Club made individual runs of from
twelve to twenty-eight miles on Sunday
last, and reported the wheeling full as
good as the sleighing.

CAMPBELL, when he remarked that
"Coming Events cast their Shadows
before," did not refer to bicycle racing,
nor to the Cunningham Company's un-
substantially named machines.

HARRINGTON'S enamel may be distin-
guished from spurious varnishes of like
appearance by the application of heat, as
the former will stand fire infinitely
better without showing its effects.

W. M. WOODSIDE of New York, the
bicycle "champion of Ireland," has been
in Boston this week, and we were glad
to see his smiling features among the con-
testants at the Institute Monday evening.

S. CONANT FOSTER, of the Mercury
Bicycle Club of New York, a former
frequent and still occasional contributor
to the BICYCLING WORLD, is now visit-
ing in the vicinity of Boston, and Tues-
day last made us a pleasant call.

As several important propositions
relating to racing, amateur status, and
prizes were to come before the council
meeting of the Bicycle Union, held the
14th of this month, we await European
advices of the meeting with considerable
interest.

OUR special number, to be issued early
next month, will be interesting and val-
uable to the bicycling statisticians, to racing
men, to club secretaries, League consuls,
and all who are in any way connected
with bicycling, while as an advertising
medium it will be "lovely."

THE Cunningham Company have gone
into the music-publishing business, and
send us a song and chorus, entitled, "All

on account of Eliza," and threaten, if we
say anything about it, to send us "Over the
Garden Wall"; and now we are waiting
to be dumped into that paradise.

LIEUT. GRIFFITHS, the tall man of the
Massachusetts Bicycle Club, who has
been cramping his legs on a 60-inch ma-
chine during the past season, will com-
mence the spring campaign on a 62-inch.
This may look like "vaulting ambition,"
but we believe he can stay up there.

THE communication from Mr. Stur-
mey, in relation to the Starley Memorial
Fund, explains itself. The object for
which he appeals is a worthy one, and all
true and devoted wheelmen ought to feel
it a privilege to contribute towards hon-
oring the memory of one to whom they
are largely indebted for so much enjoy-
ment.

A SECULAR preacher of Plainville,
Conn., who wears remarkable spectacles
on a more remarkable nose, and whose
name is Sikes, Jr., recently preached an
excellent and logical sermon on the bicy-
cle, wisely taking his text from one of
the BICYCLING WORLD's correspondents,
and selecting for his audience the readers
of the local journal of that place.

LONDON advices announce that at last
a method for the cheap production of
aluminum in large quantities has been
discovered. If true, it will be a great
thing for bicycling, as this metal is four
times lighter than silver, highly ductile
and malleable, and may be made as hard
as iron. It does not oxidize on exposure,
and preserves its lustre where silver
would tarnish.

WE would call the attention of wheel-
men generally to the article in this issue,
on "Tricycling v. Bicycling," by Mr.
A. J. Wilson, so well known as a writer
for the bicycling press, and a practical
cyclist of long experience. The article
referred to was written specially for
Burbank's *Wheelman's Annual*, but as
Mr. Burbank has been obliged to relin-
quish its publication, he very kindly
placed the manuscript at our disposal.

E. B. STURGES, ESQ., president of the
Scranton, (Penn.) Bicycle Club, and Mr.
J. Connell are touring in the south of
France and Italy. They started one
morning lately — on tricycles — to run
from Nice to Monaco for breakfast, but
got lost on account of their inability to
"Parlez vous" properly. They followed
the index finger of every Frenchman they
met, and got pretty thoroughly mixed.
They are insane on the subject of French
roads, which they say could not be
smoother — especially about Nice — if
cemented.

A CORRESPONDENT sends the follow-
ing, under date of Boston, 18 December:
"If you are asked how wheeling is now,
you may say a young fellow went off
twenty miles or more this morning,
through Milton Lower Mills, Mattapan,
Hyde Park, Dedham, West Roxbury, Ja-
maica Plain, and back by Washington
street. Roads rough but rideable. Not

much more slippery than dirt; hills coasted and mounted as usual, — though the wheels did slip round somewhat going up hills. No dismount, except one on a level, to humor a shy horse."

FRED. S. ROLLINSON, on his return from England, brought with him a splendid machine made for him by the Surrey Machinist Company to his special order, and, having retired from the racing path, he has sold it to Mr. H. D. Corey, who expects to do some creditable riding on it next season. The machine is a 53-inch Invincible, with Invincible double and single ball bearings to front and rear wheels respectively, Bown's rat-trap pedals, seven-eighths and three-quarters Hancock non-slipping tires, 26-inch straight handle bar, fixed cranks, straight spring, and supplied with Andrews's set screw in the head, making it especially strong at that point; Invincible hollow forks, and oval backbone. Its weight is thirty-eight pounds, and it is a *fac-simile*, except in size, of the machine Cortis rode his twenty miles within the hour on, it being built on exactly the same lines, and is one of the most complete bicycles in this country.

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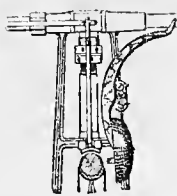
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HIGHLY ORNAMENTAL.

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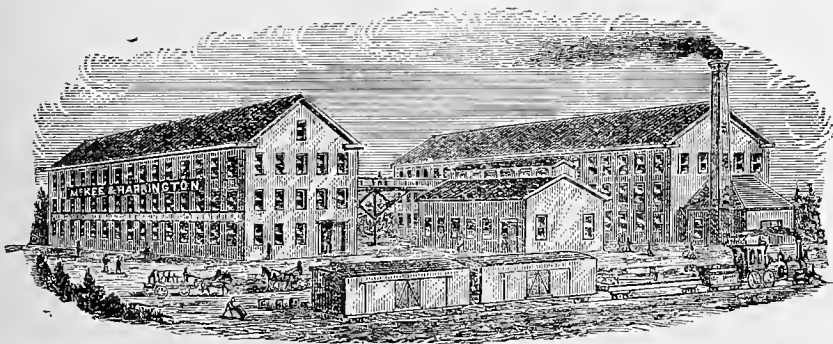
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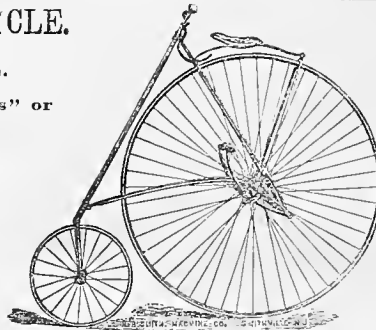
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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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† First-class order.

‡ In first-class order; shows only wear on tyre.

§ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

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Number 8.

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SPECIAL NUMBER

OF THE

BICYCLING WORLD

To be issued early in

JANUARY, 1883.

We shall issue, early in January, a special number of the *Bicycling World*. It will contain the following features:—

The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue.

Rights of Bicycles, as shown by the decision of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.

A full and complete list of clubs, with officers, etc.

Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year.

Tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle.

Notable performances on the bicycle and tricycle in America and England.

Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England.

Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities.

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We are now prepared to let advertising space at low rates. The large circulation which the Special Number will have, and its assured sale throughout the year will make it a valuable medium for advertising. It will be read by every bicyclist in the country, and kept for reference.

25 cents per copy, postage prepaid. 10 copies, \$2.00. Subscribers to the WORLD can obtain copies for 20 cts.

Liberal terms made to agents, who are requested to send in their orders early.

E. C. HODGES & CO.,
3 Pemberton Square, Boston, Mass.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. . . . PUBLISHERS.

✉ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 29 DECEMBER, 1882.

PRINCE VS. FRYE.

THE pulse of the cycling public, in this vicinity at least, has been considerably agitated over the recent contests between Prince and Frye. It has been the all-absorbing topic in the club room and in places where wheelmen are wont to congregate. Little, if any, of the discussion is in regard to the racing merits of the two men, although not a few maintain the opinion that, notwithstanding Frye's defeat, he is the better man of the two, and lost the race by an error of judgment. Be this as it may, it is certainly an indisputable fact that the Marlboro' flyer has dismounted from his wheel at the finish in prime order, while Prince has been completely done up.

It is very rare that any professional race is credited with squareness, and the

mutterings of disgruntled losers spread with such rapidity that ere the track is empty or the course cleared of spectators, in the minds of many it is a settled fact that the race was "fixed." Under these circumstances it is not strange that the contestants referred to should have been accused of unfair racing. In the first of the above contests, this opinion was rather strengthened by the report in a Boston daily, and comments of one of the wheel papers. We have stated our opinion, and the grounds for it, and see no reason for changing it. In regard to the race on Monday, the 18th, we believe it was genuine, and that while Frye was not by any means run out, we think he lost it by an error of judgment, and Prince's superior spurring power. The result was particularly unfortunate, inasmuch as it gave rise to strong arguments in support of the opinion maintained by many that Frye sold the race, and we admit there were certain circumstances which tend to confirm this belief; but we cannot think that Frye would deliberately and with malice prepense, in the language of the path, sell his friends. He knew that his friends and townsmen would bet heavily on him, and yet, if we believe as many do, he forgot all the principles of friendship and honor; he forgot his townsmen and his old playmates, and lost a race for a paltry sum of money. Now we don't believe anything of the kind, but we think that Lewis T. Frye is to be honored and respected for the manly course he has taken since his first conditional acceptance of Prince's challenge. He did all in his power to obtain the sanction of the League, but failing, he used his own judgment, and decided to humor his ambition to defeat the man whom all had begun to regard as invincible. We are inclined to think that Mr. Frye is a faster man for ten miles, and believe this opinion will be sustained should he and Prince again contest for either honors or money for that distance. We publish two letters with differing views on this subject, both appearing to have been written hastily, and without reflection or proper information, but they serve to show how apt one is to jump at conclusions from a superficial view of the premises.

RACING TRACKS AGAIN.

OUR New York contemporary, who has been occupied the past two or three months in digging in the back yard of

bicycling history for evidences of various supposed crimes of ours buried there, and recently published a lot of suspicious odds and ends his spade had chopped off in the search, and comprising scraps of editorial comment, correspondents' opinions, news items, and quotations patched together to embody an accusation of something, has at last unearthed a veritable mare's nest. This is nothing more nor less than that "the BICYCLING WORLD has led the Board of Officers (L. A. W.) to commit a serious blunder, and one that will seriously impair the value of all our records that have been made on a three-foot basis."

Now this is, indeed, terrible, we admit, and something ought to be done to us for so deceiving the League officers. Let us look the matter over again, however, and see if it is so "serious." It has generally been admitted in all quarters that bicycle racing in this country has been rather loosely conducted in several respects, and in none more than in that of track measurements and conditions; so last summer, believing something should be done to regulate measurement according to a standard, if there was one, we investigated the subject, by correspondence and interview with those we deemed best fitted to know the rules. The three leading sporting papers of the country, in answer to our queries regarding race tracks gave as many differing opinions, and from other sources of information we opined that there was certainly no standard for bicycling tracks in this country. All the prominent racing men we consulted, including Prince, Rollinson, and Frank Moore (who was here fresh from his championship victories in England), said three foot was the English standard. When John Keen was here last winter, he maintained, with Prince, that the Institute Fair track (measured then two feet from the curb) was too long for a bicycle path and that they rode more than a mile in five laps, and that the Wolverhampton path, which was built strictly for a *bicycling* and not an athletic track, was on the three-foot basis; and others, presumably with some knowledge, have similarly assured us. In files of English publications, including statistical annuals, we could find nothing definite in regard to it, and at the time of the League officers' meeting we had not heard from our foreign correspondents, and were, therefore, unable to explain what we have since learned, that the

English were as lax in the matter of a standard as ourselves. On these premises and authorities we suggested the three-foot basis, not that we were strenuous about that particular measurement, but in order to bring the matter before the near at hand officers' meeting in definite form, naturally supposing that it would in the mean time be considered by those interested, and a standard adopted after thorough discussion pro and con.

To sum up, we do not think the officers have made a blunder. On the contrary, they have done what should have been done, both here and in England, long since — they have taken a positive step towards systematizing our sport. Not only has there hitherto been no measurement standard but there has been a noticeable looseness of methods, conditions, and especially record keeping, of races, in this country and in England as well. We have had occasion to look up records pretty thoroughly in preparing our forthcoming special number, and have been astonished at the amount of inaccuracies and discrepancies in the various statistical authorities on English bicycling events. Therefore, instead of advising (as does our querulous and frightened contemporary) the League to recede from its position, we earnestly hope it will "stick" — certainly until a regular conference of all organizations interested shall have been held and another basis mutually agreed upon. In the absence of any fixed rule of measurement for bicycle paths, all previous records made on authorized race tracks, whether athletic or trotting courses, will stand, provided other required conditions were observed. Since its adoption by the League of American Wheelmen, however, that being a responsible and authorized association, the three-foot basis of measurement must be observed in this country for *bicycle* tracks, or races won thereon will not be admitted to record.

IN A NAME.

ANOTHER effort is being made to change the name of the Bicycle Touring Club so as to include in its wording a recognition of the three-wheel branch of our pastime. Fortunately, the name of our own organization will comprehend all classes of wheeled vehicles, not even excluding tip-carts and horse cars; but we fancy some slight changes in or additions to the text of the constitution will be necessary, sometime, and we would re-

spectfully suggest to the attention of the board of officers for consideration at their coming March meeting the following amendments: In Article 2 after "to promote the general interests of bicycling," to add "and tricycling," or to substitute for bicycling the abbreviation, "cycling," which would include all styles of velocipedes; and in Article 3 after "any recognized amateur bicycle," to add "or tricycle," — or to abbreviate to "cycle," as in the preceding suggestion.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB:

Wednesday, 3 January. Annual election of officers.
Wednesday, 7 February. Fifth annual dinner.

To Secretaries of Clubs.

We have sent a blank to the secretary of every club of which we have record in this office, asking for statistics to be used in the special number which we shall publish about 1 January. We do not know that we have been able to reach all the clubs in the country, and if this should meet the eye of any club secretary who has not been favored with a blank, he will oblige us by forwarding to us on a postal card the following statistics: Name of Club; City and State; Date of organization; Captain; Secretary's address; Present number of members. We have no record of Clubs in the States of Delaware, Georgia, Florida, Mississippi, Arkansas, Oregon, Alabama or Nevada. We wish to hear from the territories also.

WASHINGTON AMATEUR WHEEL CLUB. — At a meeting of the younger bicyclers of Washington, D. C., 15 November, the Washington Amateur Wheel Club was formed, and the following organization effected: Captain, Jay A. Kennicott; secretary, F. Howard Seeley. We start with seven members and will soon have a large addition.

F. H. SEELEY, Sec.

PROVIDENCE BI. CLUB. — At a regular meeting of the Providence Bicycle Club, held Saturday evening, 13 December, a new constitution and by-laws was partially adopted. Among the changes from the old constitution was the division of the office of secretary and treasurer, making each a separate office, instead of the two combined in one. This change necessitated an election, whereby Mr. E. G. Farmer, Jr., was elected treasurer, and Albert G. Carpenter, secretary. All communications of interest to the club will receive prompt attention, if addressed to

ALBERT G. CARPENTER,
2 Westminster street,
Providence, R. I.

PROVIDENCE, 25 December, 1882.

EUROTA BI. CLUB — Last October a new club styled as above was formed in East St. Louis, Mo., by six members from the Missouri Bicycle Club. The following is the organization: President and captain, R. E. Perry; lieutenant,

Arthur Young; secretary, E. M. Seneseny. Uniform, dark blue with old gold trimmings; badge, wheel rim with letter "E" in the centre.

SECRETARY.

At a special meeting of the Springfield Bicycle Club, held last week, the resignation of C. K. Ferry as secretary and treasurer was accepted and A. L. Fennesy was elected in his stead.

THE Bay State Wheel Club is projecting a race for the five-mile championship of the club, to be run on the Institute Fair track next month, for which a number of entries are already received.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World: — We have had the pleasure of a visit from Mr. Leonard Howard, the new president of the Capital Bi. Club, who is a guest of the "Ixions." He intends remaining over a day or two, and as the boys through influence of the Citizen's Club are likely to have the American Institute to-morrow, and as the weather is now clearing beautifully, he will not probably get away without having been shown around a little. He says, (and I hear it much to my regret), that the Garfield Fair Committee repudiated their obligations as to the prizes for the races; that they found they were coming out short, and laid what they could on to the shoulders of others, and knowing that Capital Club would not for its own honor allow the prizes to fall through, they threw the onus of the thing on that club for them to sustain unaided; this added to the costs of the banquet, which on the spur of the moment they (the club) decided to stand themselves, anxious to please their guests, and which it seems to me was adding insult to injury; and I should think this would be the unqualified opinion of every one who partook of their liberal open hearted hospitality on that occasion.

The races for 30 December are, it seems, off, and the racing fraternity are consequently completely out of their heads and the rumors of some races to be held at the Institute early in the year does not appease them one bit. Capt. Pit and Tommy, especially, who have been keeping frightfully straight for quite a while, have gone over bodily to the enemy (for enemy read "Tom and Jerry"). Let me enter a quiet protest to the statement to the effect that Mr. Griffiths's, of the Massachusetts, is the first 62-inch wheel ordered, for our cloud-searching Dr. Beckwith (who is assuredly as much a man of gold through and through as ever Taulor was of iron), long ago forwarded his measurement for a 62-inch "Expert."

It has n't put in an appearance yet, but Doc lives in hopes and consoles himself by climbing sometimes to Carter's roof and bestriding the emblematic wheel there erected.

I have actually seen and talked with two Lennox men to-day; it's too much. I must away to some corner far from the shadow of the penal code and recuperate. If this thing keeps up, and they continue to come swarming around in such dense crowds, I shall become a gibbering idiot. I ain't used to it, and it tells on me, drains my vital powers as it were. One of them "believed he'd take a ride," and that assertion alone nearly deprived me of breath. Have pity on me gentlemen and be true to your motto, which I parse as follows: We will ride, we have ridden, we ride no more.

The "Ixions" say that one of the events which transpired at their important meeting of a week or two ago, was a resolution to limit their franchise membership to (25) twenty-five. The Citizens have also, so 'tis said, added an additional and very important clause to their constitution (after a fiery debate), to the effect that no one is eligible for membership unless he wears a full beard; and since the amendment has been added to the constitution, the efforts of some of the poor unfortunates in the direction the rule compels, have become very laughable, and Doc Beckwith, Fonty, and one or two others, are driven to the verge of distraction. The result has been an immediate fortune to the advertisers of a quick growth of hair.

There is considerable discussion at present as to who will be the first city consul of the B. T. C. There are about three candidates in the field, and I have made up my mind which one I will vote for.

I am sorry for you, my dear "Owl," but I have got ahead of you in having an invitation to the Bridgeport reception.

With the compliments of the season to you all, I remain,
CHIC.

NEW YORK, 24 December, 1882.

Chicago.

THE "Social Smoke" at the club rooms of the Chicago Bicycle Club, Saturday evening, 9 December, was a success, being participated in by all the prominent wheelmen in the city. The Rev. Dr. Edwards gave a long and interesting account of his recent trip on the bicycle through England, Scotland and France, and concluded with a warm eulogy of the wheel. Years, rheumatism and severe mental labor had brought on pains and aches innumerable, and he was pondering on the advice of friends to retire from active work when he chanced to see a bicycle. In a moment of desperation he bought one, and soon learned to use it, and to-day, after over a year's use, he is free from all pain, the rheumatism has flown, and though a gentleman well advanced in years, he is as active and vigorous as when a youth. Dr. Edwards said further, that of all the

classes of people he had ever met the bicyclers were the most agreeable. Mr. John M. Fairfield followed with an account of his summer's trip through England on the wheel. He thought the English roads just a little over-estimated, but the country, the people, and the pleasure of bicycling over there much better than he had expected. He dwelt on the bicycle manufacturers of England, and from observation concluded that the tricycle was the more practicable vehicle for touring. With Mr. Hillman, of Hillman, Herbert & Cooper, he undertook a journey through the country on a tricycle, and found it very agreeable—far more so than bicycling. He said the bicycle manufacturers were turning their attention to tricycle making, in many of the works the latter vehicle leading. Mr. Edwin Lee Brown, president of the humane societies of the United States, honorary member of the club and father of its captain, made a few encouraging remarks on the subject of bicycling. He said he would be willing to give a thousand dollars to-day if he could ride a bicycle. He believed in it as a great health and pleasure giving machine, and had encouraged its use among his children, two of whom were experts in its use. He believed in clubs, and though not a wheelman himself the bicycles had his moral support. Mr. J. S. Martin rendered four solos in his usual charming style, after which coffee and refreshments were served. And thus the evening passed amid clouds of fragrant smoke and general sociability. B. B. A.

A Warning.

Editor Bicycling World:—On page 102 of the November *Wheelman*, we were told that "*the distinguishing feature of the bicycle, the foot-crank, was never employed until some twenty years ago.*" "Some twenty years ago," was 1862, and as it was in 1866 that Verrecke brought out and publicly exhibited, as has been proved, the velocipede, which Lallement invented several years afterwards, and patented in 1869, this negative statement is probably quite true. On page 107, we read that "*the idea of two wheels, the one provided with pedals, took a practical form as early as 1862, for in the exhibition of that year a machine was exhibited.*" This is probably true, also.

This latter statement is in a reprinted article by an Englishman who did n't care, and the other is in an article by an innocent Massachusetts clergyman, who probably did n't know, what mischief he might work in a shop of papal china bulls.

The foot note on page 136 (about that \$6,711.01,—the cent proves the accuracy) is such a heavy statement that a copy of the publication containing it would make ample ballast anywhere.

The truth, told as above, was accidental, doubtless, just as the truth *not* told on page 152 (about "The Velocipede Patent Litigation") was accidentally omitted. But the truth is not to be told

at all times, and a fair business corollary may be that it is not to be told at all, at *some* times!

The "contributing editor" has manifold engagements, no doubt. Still, eternal vigilance is the price of safety, and unless he is more watchful—editorial work being known to consist largely in deciding *what to keep out* of a publication—the *Wheelman* may not be counted among the most catholic of the supporters of the
PAPACY.

Long Distance Riding.

Editor Bicycling World:—In a recent issue, in speaking of long distance riding, you say, "No more riding back and forth over the same roads." I fully agree with you. I suggest that in long-distance road riding for a record by clubs, the starting point be from club headquarters, if any, and if not, from some central point in town or city where the club is located. At some time during the trip the riders to be at a distance from the starting point that will, by direct road, equal at least one third of the whole distance made. Should any club elect to ride part of the distance in one direction from the starting point and part in another, the distance between two points reached in either direction shall, by direct road, *via the starting point*, equal at least one third of the whole distance made. No riding over roads or through towns twice except on the return trip. The route through towns to be in a reasonably direct line, meaning thereby that there shall be no riding through the various good streets of a town for the purpose of running up the record. I do not think that it can be said that these suggestions, if followed out, could in any way benefit Worcester riders, for the first twenty-five miles from there towards Boston, in which direction we should naturally go, is about as poor and hard as is found in our travels.

When springtime comes the Worcester-Æolus wheelmen propose to give the record another "h'ist."
ÆOLUS.

WORCESTER, MASS., 24 December, 1882.

Winter Riding.

Brothers of the Wheel:—Hear me for your good. Don't take "London W.'s" advice, who urged you, a few weeks since, thus to treat your bicycle:—

"Cover it with vasoline;
Coat it o'er with grease;
'Till the spring let it lean
Against the wall in peace!"

When I read the above effusion of that dispassionate paragrapher, I felt a resentment never felt towards him before. With modesty, while dissenting from so competent a wheeler, I should urge that many of "London W.'s" majority might find riding oftentimes between now and spring. Let me give you a specimen of many rides since snow fell. My cyclometer record bad, for several days, because of absence from home, received

no additions, but one day I looked out with longing eyes; the wind was howling, etc. I gazed upon long stretches of snow, varied with frozen mud and glassy ice. I could not endure the sight of that machine standing on its Acme any longer. I buttoned up my reefer, fastened on leggings, pinned my friend Lamson's League badge on for inspiration, put on a seal skin cap to suggest a summer polo, and mounted. How did I find the riding? Glorious. At street crossings, where the carriages had furrowed the soft soil, and said soil was no longer soft, pillows on cradle springs would have been improvements of all existing arrangements; but places where a few weeks before I would have found poor riding because of untrodden gravel was perfect, being frozen compactly. I rode several miles that afternoon, over snow and ice. If I should attempt to describe the exhilaration of that ride, it would not be "as mournful as a clergyman's prize essay on bicycling." I called on several families of my church that afternoon, including some sick people, and everybody seemed happy, Mr. Parsons. Returning towards home I was passing an old man, who remarked, "Cold weather." "T is comfortable up where I am," said I. Men passed me, muffled up to their ears and eyes; glanced at me with astonishment. I felt a delightful glow over the entire body. I did very little fast riding, but the pleasure of bicycle riding is not altogether in its speed. I returned home that gusty afternoon feeling, like Archimedes, that I could move the world if there was but a place to stand on.

S. H. DAY.

SOUTH ABINGTON, MASS., 20 December, 1882.

Ice Cycling.

Editor Bicycling World:—Many members of our club have been trying the bicycle on the ice. In endeavoring to make turns several have had falls, causing bent handle bars and bruised limbs. When you do tumble, the machine generally jumps on top of you. With caution, bicycling on the ice is both enjoyable and exciting, but in fast riding there is great danger of the wheel slipping from under you. The trikes have great advantage over the bikes now. Vice-president Carroll himself a couple of hours daily, and is making a record of over two hundred miles weekly.

SEC'Y.

MARIETTA, PA., 19 December, 1882.

Editor Bicycling World:—Two members of the Tremont Bicycle Club, while out for a spin on Christmas morning, indulged in a ride upon the smooth ice of the Neponset River. A mile or so was ridden, and it afforded the smoothest possible wheeling, but was at the same time rather treacherous. Mounting was a little difficult at first, but after gaining the saddle and using due care in steering a straight course, full speed could be attained with comparative safety, and a

race of bicycles versus skates resulted in a victory for the former, the skaters being completely distanced. In spite, however, of the utmost caution exercised in turning around an occasional fall could not be avoided, and the suddenness with which machine and rider can slip down is truly surprising. It might be well to recommend that if much sport of the kind is to be indulged in it would conduce much to the comfort of the rider to have his clothing thickly padded, especial attention being given to the elbows and other prominent points. Although ice riding is rather hazardous for the bicycle, it was agreed that it would be quite a paradise for the tricycle, and it would be pleasing to hear from riders who have experimented in that line.

H.

Prince and Frye.

Editor Bicycling World:—The recent contests between these two professionals has disclosed the fact that the racing path is not free from "ways that are dark and tricks that are vain," and I think some way should be found to relieve us from the exhibitions of hippodroming we have been favored with lately. Does any one believe that either Prince or Frye would have passed and repassed each other in their last race if it was square; and the suspicious glance which Prince gave to Frye, and in response to which the latter always went to the front, has convinced me, at least, that the whole affair is a "put up job." And besides, a losing man never ought to be the freshest one at the finish, as Frye was. Another thing, has any one seen the silver cups advertised to be run for? I can't find any one who has.

PRO BONO PUBLICO.

Editor Bicycling World:—I think something should be done to make such small minds as will not give a man any credit for honesty ashamed of themselves. It is very unjust to charge, as is done by some, Prince and Frye with "cooking" their races, until better evidence is brought forward than has yet been adduced. As I understand that Frye does not intend to remain on the path for any length of time, and is not racing for any other reason than to satisfy his ambition to defeat Prince, I think that he should be given the credit for square dealing.

JUSTICE.

A Stockbridge Episode.

BICYCLES upon the sidewalks, as every body knows, are not particularly conducive to the comfort of pedestrians. Even the small machines impelled by children, though hardly dangerous, are often annoying. But large bicycles, ridden rapidly by strong boys on the sidewalks, are sources of constant solicitude to those who are walking, are dangerous, often result in accidents, and are simply nuisances that ought not to be tolerated.

In most English villages, we are informed, bicycles are not allowed on the sidewalks, and the hand-books issued by English manufacturers of bicycles caution their customers that it is a forbidden practice, while in many places bells have to be attached to the bicycles, even when ridden in the streets. To what degree this practice is general here in country towns we do not know, but there has recently been an experience in this matter in the village of Stockbridge, Mass., which is quite American in its way. In the first place, Stockbridge is a charming town among the Berkshire Hills, much resorted to as a summer residence by city people. Moreover, the people that go there, and the people that live there are eminently cultivated and refined; wealth abounds, and it is not a place where poor people are much harbored. In education, intelligence, and all the moral qualities which are said to accompany mental cultivation, Stockbridge is an American village of a superior sort. It will be long, very long, before American villages generally come up to the Stockbridge standard of culture and good-breeding.

Nevertheless, all grades of bicycles were allowed upon the Stockbridge sidewalks, and the vexation and danger attending the practice was such that last July one of the summer residents presented a petition, signed by eighteen prominent residents, to the board of selectmen, praying that the use of bicycles on the sidewalks be prohibited. Immediately after, a remonstrance, signed by thirty residents, was got up and handed to the selectmen. Understanding that the main objection to the original petition was that it did not discriminate between large and small bicycles, the gentleman who drew the first document prepared a second draft, asking only that large bicycles should be excluded from the sidewalks of the village, and this was signed by one hundred and sixty-eight residents. Many who had signed the remonstrance now signed the petition, so that the consent of the village to the measure proposed was regarded as practically unanimous.

But there was an active party in favor of the boys, who were determined that they should not be interfered with in their amusement, and so the selectmen played into the hands of this party by excluding all bicycles, large and small, from the sidewalks, well knowing that this step would cause such irritation as to defeat itself. The consequence was that the order of exclusion was rescinded, and all bicycles, large and small, were once more allowed to run freely on the sidewalks, except in the small portion of the village occupied by the stores, hotel, and bank. The gentleman, a distinguished professor of Columbia College, who moved in the matter, attempted to arouse public sentiment upon the subject, and as there was no newspaper printed in the village, he posted up a handbill, with a list of thirteen accidents and cases of serious annoyance that had occurred;

and shortly after posted up ten additional cases, signed with his well known initials, to show by facts that the practice resisted was really a dangerous one. These posters were removed by the selectmen. He then printed a letter, stating the case fully, and giving an account of twenty accidents, and placed a copy in every box in the village post-office, addressed to the chief residents. One was also sent to the editor of the *Springfield Republican*, who made a notice of it, and one hundred copies of his paper were distributed in the village, all of which failed to produce any effect.

Now, our interest in this matter is purely scientific. We take the data, find their explanation, and draw conclusions respecting the true grade of Stockbridge society. The facts, in a sentence, are simply these: Half a dozen boys, in the pursuit of a selfish gratification, persist in violating the rights of citizens, and this conduct is sustained by the community, which yet acknowledges the outrage. And how is it to be explained? By the indifference of the people to the subject as a matter of right and wrong, or a laxity of moral sense. The gentleman who moved in the matter, and should have been regarded as a public benefactor, was not supported, but was condemned for his action. Of course, when such an issue was once raised, there was tenfold necessity to put down the openly immoral party; but the raising of the issue only cowed their opponents, and disclosed the absence of moral backbone in the Stockbridge character. "It was really such a petty matter, such small business, to be meddling with the enjoyment of the dear boys!" from which we get an idea of the quality of Stockbridge ethics, which is far too much the American sort. Small trespasses are to be tolerated, and only outrages that comport with the scale of American ideas are to be reprobated. Abuses that have in them something of the breadth of the continent or the length of the Mississippi, or the bigness of the national debt, are worthy to excite indignation; but mere sidewalk offences — nonsense!

It is to be presumed, of course, that Stockbridge education conforms to the standard of public opinion. The boys are sent to school and taught book-lessons in morality, including sensitiveness to the rightful claims of others, and especial solicitude for the weak and helpless, and then they take lessons in the out-of-door practical morality of running over baby-carriages, upsetting old people, and disturbing everybody, because the sidewalk is a little nicer than the street for bicycle riding. From all of which we may fairly infer the grade of Stockbridge civilization. Its people may be refined and educated, affluent, polished, and devotional, but they are nevertheless barbarians, for the degree of barbarism in any community is measured by the immunity with which its members seek their gratification at each other's expense. — *N. Y. Home Journal*.

Seeing the Wheels go 'Round.

THERE was a meeting at Springfield, Ill., 7 December, of mayors of cities and prominent men "in the interest of permanent roads." The assembly is not apt to attract one's attention, since most people attach to its object something of the humdrum commonplace which is entirely beneath the notice of the average American citizen. The mooted question relates, however, to one of the most vital matters in civilization. Canals, rivers and railways are not substitutes for good wagon-roads. In France, England and Germany were steam transportation receives so much public solicitude and money, the common country roads are almost perfect. This fact is not accounted for by the fact that the common highways were perfected before the locomotive was born. As matter of fact our American railway systems, which would seem to render highways less necessary, are the less a benefit to the people because our wagon-roads are almost the poorest in civilization.

A few years ago while our train was waiting at an Illinois railway station, we fell into conversation with a man who sat on a horse and held an empty coal scuttle on each arm. He said he intended to fill each scuttle with about a peck of coal and then carry them five miles into the country for use in the kitchen. The rich prairie soil was saturated by rains, and a wagon wheel was sure to sink to the hub. The sole communication between town and farm was "on foot" through the fields, or on the back of a horse that floundered and almost foundered in the mud. All remember the almost utter stagnation of business, a few years ago, when nearly all horsedom was disabled by the "epizootic." Every mill, factory, shop, store, railway, steamer, newspaper, post office, express, home, church, lawyer, doctor, minister, merchant, laborer, man, woman and child felt the equine paralysis. The universal experience bears directly on the road question. Society suffered, not simply because the horses were sick, but because sick horses paralyzed transportation. The locomotive and steamboat survived, but the stagnation proved how much minor local transportation was necessary before the full depot could empty itself into the train and boat. Men's needs imply horses, and both imply the road. When the unfrozen ground permitted the wheel to sink to the hub, business lagged, and every department of human activity shared the blight. Goods remained unsold because the people could not leave home to buy. Unsold goods in stores caused the merchants' notes in payment therefor to mature and pass on to dishonor. The banks were loaded down by accommodation paper, and the very mud was as responsible for panic and "hard times" as were the bears of Wall street. When the cold and snow the other day, caused us to shudder and sharply criticize Boreas at the time when stocks

were tumbling and hard times were threatening, a wise business man said, "This promise of genuine winter weather will do more to ease the money market than can all the acts of Congress." Sure enough; the cold weather will cause the people to buy; farmers will have hard frozen roads on which to haul grain to market; the soil-tiller will then have money wherewith to buy; the rejoicing retail merchant can pay his wholesaler; the banks will be relieved, and men gathering confidence will go on their way — all which means "business prosperity."

At the bottom lie "the roads," about which our mayors and others consulted together last week. That bottom thought is the road with a bottom. The wheels must not sink too deep and thus absorb the power which should be expended upon the load, minus normal friction in the vehicle. In good weather the resistance must be as little as possible, and in bad weather the firm highway must consent to serve the hundreds of thousands of vehicles that "feed" the railway with passengers and freight. One day in France, while we were resting a half hour in the shade, during our long, delightful bicycle tour, we asked a horseman, who also paused to rest and look at a Yankee, for the philosophy of those splendid universal French highways. Said he, "the European theory is that a war may break out in any hour, and we must send artillery at a gallop to occupy every vital hill-top before morning. Time is — victory." Sure enough, even in this peaceful republic, "time is victory." We need not to rush artillery across a township, but since, as Napoleon once said, even "an army marches upon its stomach," — our grain and products must march to the depots to feed the stomachs of peace and prosperity.

The short-sighted farmer growls when his township supervisors demand money for roads. When men are drafted by law, in some States, to "work out" their road-tax, the day is often as hilarious and useless, and as fully a joke as the ancient "general-training." In fact, and in earnest, the idea is most serious. Good roads are as vital to civilization as unobstructed veins and arteries are to the body. A little blood-clot on the brain paralyze the limbs, and mud and "bad going" make all things "go bad." Every "section-line" should be the line of a splendid road whose cost should be assessed upon every acre in the section. City lots are sold for unpaid assessments for pavements. It would be highest economy to compel such road making and pavement therefore. — *Northwestern Christian Advocate*.

The Roadster of To-day.

THE enormously rapid increase in the number of bicycle and tricycle riders is one of the most remarkable features of our day. Something like fifty new or improved bicycles make their appearance every year, and though many riders tire of a means of locomotion which is gen-

erally exhausting and is not always safe, there is no mistake about the constantly increasing demand for new machines. It is, however, on tricycles that the inventor expends his most wayward fancies. These vehicles have assumed almost all imaginable eccentricities of shape, and there seems no possibility of making a tricycle so peculiar that nobody can be found to purchase it. The popularity of the tricycle is, to a large extent, a consequence of imaginary perfection to which the manufacturers have brought its rival. One half the human race can never ride the ordinary bicycle, and it is so tall and slim, and apparently so dangerous, that no nervous person of the stronger sex ever ventures to bestride its dizzy height; so that the majority of bicycle riders are young men intent rather upon athletic performances than upon genuine enjoyment. Bicyclists are pre-eminently clubbable men, or at least clubbable bicyclists; a curious fact, which deserves more investigation than it has yet received. There are more than four hundred bicycle clubs in England alone. The diaries published for the use of the members provide solely for entries recording the places through which they have passed, and the number of miles they have travelled. They are as laconic as a log-book and more uninteresting. The demand for bicycles has hitherto been confined chiefly to those whose main idea of enjoyment is to cover so many miles in so many minutes, and "the bike" has become an object of terror to less adventurous spirits, with whom a run of twenty miles an hour does not seem to be a fair equivalent for "coming a cropper" over the handles.

It is natural, says the *Pall Mall Gazette*, perhaps, that the rider of the bicycle should look with some contempt upon any one who insists on three wheels. He is superior to him, in the circumstance that he can beat him by at least one mile in five. Then, also, he can take advantage of narrow strips of good road; he can see over walls and hedges; he can take his machine through country stiles without difficulty, and he is called upon for less exertion. Some bicyclists express positive detestation of the tricycle, and says one writer on the subject, "I regret to see active young fellows taking to tricycles instead of bicycles." Yet to all but bicycle enthusiasts it must appear that there are good and sound reasons for the insistence on three wheels. The bicycle rider must always keep eagerly on his way; he cannot tell tales to his companions, after the manner of Chaucer's Pilgrims; he must observe the road on which he is going much more than the landscape on either hand; his enjoyment lies in motion, and not in observation; he is not more the master of his peculiar means of locomotion than its slave. The tricycle rider, on the other hand, does not depend for his balance on his rate of speed. He can "go as you please," like the pedestrians who used to engage in dreary contests at the Agricultural Hall. He can take his wife

with him in a "sociable." He can "look before and after," and all round about, like a traveller bent on enjoying the attractions of the way. Above all, he has the advantages of a comfortable seat and a reasonable feeling of security. The tricycle now and then plays tricks with its riders. It occasionally falls over or pitches forward or backward on the slightest provocation; but the consequences of these eccentricities of behavior are seldom so serious as in the case of what practised riders call "a spill" from a 56-inch bicycle.

In the case of both kinds of machines, manufacturers appear to have reached the extreme of lightness and fragility, and seem to be now turning their attention as much to safety as to speed. Most purchasers are cautious how they expose themselves to danger. It is not given to every one to ride over so serious an impediment as a street hawker without lamentable consequences, and as bicycles and tricycles are coming into such common use in the London streets, it must be satisfactory to those who are not riders, no less than to those who are, that ambition, which has somewhat overleaped itself in the manner of height and insecurity, seems now inclined to "fall on the other side." As tricycles and bicycles on the safety principle are multiplied, there is a proportionate increase in the number of cautious and sober minded riders, a circumstance on which the pedestrian may fairly compliment himself. Ladies, too, are taking extensively to the tricycle.

When the sewing machine manufacturers found competition becoming too severe, they took to making bicycles. There are now at least a hundred makers in England, all with specialties of their own. Tailors also find "cycling" very much to their advantage, inasmuch as it not only conduces to rapid wear, but leads to the ordering of special outfits. The number of "cyclists" in England and Scotland is vaguely spoken as "hundreds of thousands." This is a palpable exaggeration, but it would probably be within the mark to say that there are fifty thousand. In another twelve months the figures will probably be doubled, for the army of "cyclists" is recruited from all classes. Though a machine costs from £10 to £20, with "extras" that may bring it up to £25, it may almost always be procured on the "payment by instalment" system, so that even a workman, if he is steady and careful, may, without much difficulty, procure a bicycle or tricycle of his own. By and by, no doubt, as these machines become more numerous, the question of taxing them will arise. To such a contingency the makers look forward, not without some fear, for it is usual, before the purchase is effected, to let out machines on trial, and if a tax were imposed on every rider, many might be deterred from trying what they had not definitely resolved to buy. However, as some pedestrians regard "cyclists" as dangerous nui-

sances in the streets, and as almost all owners or drivers of wheeled conveyances question their equal right to the roads—which is, nevertheless, well established by law—the proposal to levy a tax upon them would no doubt meet with much popular favor. The constituted authorities are not kind to the "cyclist," for though he may ride in even the most crowded thoroughfares, he is rigorously shut out of the public parks, where, it might be supposed, he would be least likely to raise prejudice against this peculiar style of locomotion. Why bicyclists and tricyclists are excluded from places where they would be in nobody's way, and are consequently forced into the already too populous streets, is one of those puzzles which only the official mind is capable either of solving or explaining away. — *Bicycling Times*.

The Amateur Question.

"AB INITIO," writing to the *Cyclist*, says: *Apropos* of this matter, and the pangs of misery it is causing in the breast of many a would-be "purist," who longs to return to the benighted days of "exclusivism," it may not be out of place to mention, and point to the grim irony of the fact, that at the recent fall meeting of the officers of the League of American Wheelmen, the council—to whom, strangely enough, is committed so dangerous and arbitrary a power—abolished the clause which ruled a teacher of the art of riding the bicycle outside the pale of the amateur law, and deliberately decided to admit men who are making a living out of, or at any rate profiting largely by professional tutoring!

A few short weeks ago, when that consumptive invalid, the Tricycle Association, had been decently interred, there was some little hope of universal harmony upon this vexed question. In France and in America as well, the recognized definition was identical with that of the Bicycle Union here; which, in turn, was co-equal and co-extensive with that of all or nearly all our athletic institutions, while the B. T. C. has adopted and habitually sworn by what bade fair to be the standard *par excellence* of the future. But mark the change! France has gone over bodily to professionalism; America has hopelessly estranged herself from any of the so-fondly-dreamt-of-co-operation with our wheel associations in England; and there is a split in the camp of the Bicycle Union itself!

It is now only needful that we should listen to the voice of the tempter, and abandon the liberal and broad-souled policy of recent days to usher in a reign of anarchy, confusion and chaos!

A BRUTISH human in Newport, Isle of Wight, recently struck an eleven year old boy tricyclist for (as the former alleges, although it was not proven) attempting to cross the street in front of him, and a sensible justice fined the fellow two pounds and seven shillings.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *Bicycling World*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *Bicycling World* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *World*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *Bicycling World*, which, as the official organ of the League, will contain all important notices to League members.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

- MARBLEHEAD BI. CLUB: *Add.*
3214 Wm. L. Harris, Marblehead, Mass.
CHELSEA BI. CLUB: *Add.*
3215 Capt. Francis W. Whiting, 14 Crescent av., Chelsea, Mass.
MT. VERNON BI. CLUB: *Add.*
3217 Guy. Tagliabue, Mt. Vernon, Ky.
3292 Edmund M. Devoe, " "
3293 Arnold E. Fauguier, " "
3294 Louis J. Iownley, " "
SPRINGFIELD BI. CLUB: *Add.*
3221 Harry Winans, 36 Spring st.
3222 Edward E. Mead, 397 Main st.
3223 Chas. Haynes, 67 Vernon st., Springfield, Mass.
MARYLAND BI. CLUB: *Add.*
3236 A. B. McElroy, 224 McCulloh st.
3237 Paul Turner, 6 South st., Baltimore, Md.
CHICAGO BI. CLUB: *Add.*
3224 Otto Unzicker, 495 No. Wells st.
3225 John Wilkinson, 77 State st.
3226 J. W. Rowland, 1234 Michigan boulevard.
3227 W. L. Andrews, C. M. & St. P., in frt. depot.
3228 Heaton Owsley, 151 Robey st.
3229 R. H. Buckingham, 808 Noble st.
3230 M. J. Greenbaum, 549 W. Washington st.
3231 Geo. Mehring, 36 So. Canal st.
3232 F. S. Blanchard, Honore Block.
3233 John Valentine, 80 Taylor st.
3234 U. F. Olds, 206 State st., Chicago, Ill.
3235 M. L. Andrews, Ravenswood, Ill.
CONNECTICUT BI. CLUB: *Add.*
3239 Stephen Terry, 771 Asylum st., Hartford, Conn.
NEWTON BI. CLUB: *Add.*
3242 G. Henry Page, Boston, Mass.
3243 H. L. Wilson, " "
NEW HAVEN BI. CLUB: *Add.*
3245 F. W. Joyce, 271 State st.
3246 T. R. Ackrill, Jr., Rink, Dwight st.
3247 W. M. Wellman, 133 Hamilton st.
3248 J. W. Jewett, Tontine Hotel.
3251 Wm. H. Thomas, 366 Howard ave., New Haven, Conn.
GREENFIELD BI. CLUB: *Add.*
3253 W. H. Ulrich, sec., Greenfield, Mass.
PEQUONNOK BI. CLUB: *Add.*
3259 Edwin Frake, 125 Main st.
3260 Adrian S. Godfrey, 330 Main st.
3261 Edgar Ellis, 26 Elmwood ave., Bridgeport, Conn.
HALCYON WHEEL CLUB: *Add.*
3258 Wm. H. Blason, pres., Nashua, N. H.
CITIZENS' BI. CLUB: *New York.*
3262 Rev. Thos. McKee Brown, pres., 226 W. 45th st.
3263 John C. Gulick, vice-pres., 191 Broadway.
3264 Thos. C. Smith, sec. and treas., 40 Warren st.
3265 Dr. N. M. Beckwith, capt., 21 W. 37th st.
3266 Geo. E. Dunlap, lieut., 73rd st., Riverside Drive.
3268 Phillip Fontaine, 317 W. 4th st.

- 3269 Frank A. Ferris, 23 W. 26th st.
3270 Wm. H. Hook, 78 Worth st.
3271 Edwin Oliver, bugler, 849 7th ave.
3272 Prof. Wm. Allen Miller, 805 Broadway.
3273 Wm. A. Bryant, 12 Maiden Lane.
3274 Edw. H. Hudson, 54 E. 53d st.
3275 A. E. Paillard, 680 Broadway.
3276 Capt. S. G. Porter, Pacific Mail S. S. Co.
3277 Geo. Martin Huss, 50 Union sq.
3278 Wm. E. Bailey, Jr., 108 Broad st.
3279 J. W. Curtis, 1 E. 53d st.
3280 Wm. D. Leonard, 145 Broadway.
3281 A. H. Storer, 9 E. 32d st.
3282 Geo. E. Paillard, 680 Broadway.
3283 Geo. Wells, 1067 Madison ave.
3284 Harry Jones, Cosmopolitan Hotel, New York.

- 3267 Chas. E. Nichols, Mt. Vernon, N. Y.
UNATTACHED:
3216 Coleman E. Kissam, Bergen Point, N. J.
3218 S. E. Gage, Flushing Inst., Flushing, L. I.
3219 Jas. L. Hurd, Flushing Inst., Flushing, L. I.
3220 W. B. Smith, Flushing Inst., Flushing, L. I.
3240 E. Clements, 10 Radcliffe sq., London, Eng.
3241 Edward C. Bates, Westboro', Mass.
3244 Peter Benninghofen, Hamilton, Ohio.
3249 Leander W. Bruce, Hudson, Middlesex Co., Mass.
3250 Robt. Centre, 58 W. 21st st., N. Y.
3252 E. Darlington, Doylestown, Pa.
3254 Chas. H. Patch, Wakefield, Mass.
3295 John B. Sangster, Moncton, N. B.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received: —

- A. D. Wheeler, 115 E. 23d st., N. Y. city.
F. C. Stokes, Moorestown, N. J.
J. C. Speirs, 44 Central st., Worcester, Mass.

NOTICE. — Applications from this date inclusive will cover membership for the season of 1883.

- B. T. C. Repair shops: Boston, H. D. Hedger, 28½ Piedmont st.; Worcester, Hill & Tolman, 195 Front st.; Salem, A. J. Philbrick.

Cycling Mems.

To another New Year, now a welcome I sing!
What of joy, or of sorrow, to each it may bring
We cannot foretell; what heartaches or pain
We bravely must bear ere it closes again.

AND so another year is about to begin, and just as we have fairly grown accustomed to writing "1882" we must abandon the habit, and painfully remember to play the tray instead of the deuce at the end of the date line.

As we grow older, the old ball rolls faster, and it has seemed to me that the acceleration of speed is not unlike that which we see in the wheel world. In youth, time passes slowly, and we say old Cosmos is running on cone bearings; later on, comes a quicker movement and we know that the world has taken on parallel bearings; but in old age, the years pass swiftly, and if we listen carefully we can almost hear the old sphere whiz, for it then runs on the best kind of ball bearings.

LONDON W. wishes a happy New Year to every wheelman on the footstool.

WE have all exchanged this joyous salutation from the hours when it was shouted in the merriment of childhood, and but few would wish to have custom issue a mandate banishing it from use. It is a fitting password to give as we enter upon the new year.

OLD Father Time swings open another portal, and as we step forward it always clangs back and shuts us out forever from

the paths over which we have been wheeling during the past twelve months.

A HAPPY New Year to us all, may it be!
Where the old year has fled let its wrongs with it flee,
Good bye to the wranglings and strife that we've met,
Let us learn the old lesson, forgive and forget.

I CONFESS that I always make a series of good resolutions on New Year's Day, and that for the entire preceding week I am happy in contemplating the enormous improvement I am about to make in myself.

BUT I find that I am like the Irishman who laughed at the bull. After the bull had thrown him over the fence he was glad that he had his laugh first.

I FIND much joy in the contemplation, but I am not in the Hercules business, and so not in the market for large jobs.

LONDON W. will remain as he is till his beard grows.

I WISH all good wheelmen a Happy New Year. May they continue to be the same jolly good crew they have always proved themselves to be.

THEY tell me that old Santa discarded his reindeer team this year, and went his rounds on a tricycle. Hurrah for the old fellow, I say, and may I soon see him a member of the L. A. W.

I WISH the president and the officers of the League a Happy New Year. They have a great work to do. May they be strong to perform it, and may they be the object of none but kindly criticism, and deserve it too.

I WISH all my brethren of the quill a Happy New Year, and whether their lights shine in the *Wheel*, the *Wheelmen*, or the *World*, they have my best wishes. May every drop of ink they sling fall upon good soil, and propagate a fruitful crop of wheel intelligence.

I WISH the gallant Colonel a Happy New Year. May he show to the world that America can make a bicycle second to none, and that American riders will ride none but American wheels.

I WISH all our racing men a Happy New Year. May the best man win in every contest, and may we never see the wheel path disgraced by sold races or unseemly strife.

I WISH all our long-distance men a Happy New Year. May the double-century figure prove a plum of easy picking, and may the fruit fall into many a club basket.

I WISH the clubs a Happy New Year. May they draw recruits and place us many paces nearer to the time when we shall see the whole world awheel.

I WISH all the manufacturers and all the agents a Happy New Year. They have been potent factors in developing the sport in America. May they long continue the good work, and may the ducats in their pockets be like the sands of the sea-coast — unnumbered.

I WISH Papa Weston a Happy New Year. He has lived to see his child wax strong and mighty. May the new B. T. C.

infant that he is now fostering prove worthy of his papa, and though it is of foreign birth, may it find the new world not so bad a world after all.

I WISH Ex-President Pratt a Happy New Year. He is our king-pin still. I take off my hat to Charley, and wish him long life and happiness.

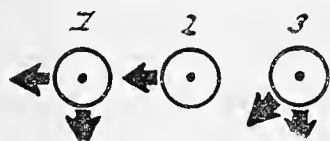
I WISH every subscriber to the WORLD a Happy New Year. May the glad festival find every one with a clean receipt from the business office, that they may enjoy the hebdomadal feast of reason with a clear conscience.

BUT I cannot pass into 1883 without wishing my dear friend Hodges many, many happy returns of the year. Those who know him best love him most, and when he places his Falstaffian form upon the trike he will be a worthy head of the coming army of three wheelers.

AND finally, let me say with Tiny Tim, "God bless us every one!" If we see fit, we may light up the new avenue which time has just opened to us with such beacon fires as will make it seem like a perfect pathway of sunshine.

LONDON W.

The League Stencil.



THE accompanying cut will show the stencil adopted by the League, and the combinations thereof to be used by the Massachusetts division. These combinations can be increased to an unlimited extent and for various purposes. It is proposed to place them upon existing guide-boards, or other convenient places. We shall print the official cut and description of the stencil as soon as it is furnished us by the committee, but the above will represent it as we understood it at the recent meeting of the Division officers. No. 1 is to indicate direction, accompanied with positive danger. No. 2 indicates direction merely, to be used at cross roads, to show which is the best. No. 3 indicates that caution is necessary; for instance, at the top of a hill, not positively dangerous, but requires caution.

The stencils will be supplied to League consuls, and will be large enough to attract attention in the day time.

CURRENTE CALAMO

"HAPPY NEW YEAR," again, dear readers.

THE New Year invitations of the Boston Bicycle Club are very neat.

MAKE your New Year calling rounds a wheel, if weather and roads will permit.

THE Marietta (Pa.) Bicycle Club will sit down to its annual supper next Tuesday evening, 2 January.

CAPT. C. A. HAZLETT of the Rockingham Bicycle Club has bicycled over 3,650 miles the present year.

THE wheeling has been quite good about St. Louis, recently, and the riders have improved their opportunity.

ST. NICHOLAS does more winter riding and tours over a more extensive area than any one else in the world — only (more's the pity) he isn't a wheelman.

WE notice among a list of recently incorporated companies in New York State, "The Bicycle Railway Construction Company of New York." What is it?

EMPEROR ALEXANDER of Russia, has ordered of the manufacturers a 44-inch and a 46-inch D. H. F. Premier bicycles, plated all over, for the two young Grand Dukes.

CHARLES F. SHILLABER, of the Rockingham Bicycle Club of Portsmouth, has been appointed cashier of the Little Rock and Fort Smith Railroad Company of Arkansas.

THE correspondents of the English wheel papers are having a discussion about improving the appearance of tricycles, from which we trust some good suggestions will be evolved.

IT is stated that Lewis T. Frye's Marlboro' friends are so confident of his ability to beat Prince that they are raising \$500, by subscription, to make a match, \$250 of which has been already subscribed.

MR. LOUIS R. HARRISON of the Boston Bicycle Club, and formerly editor of the BICYCLING WORLD, has met with a sad affliction in the loss of his wife by death, and we know our readers will join us in tendering him our sincere sympathy.

THE Overman Wheel Company has furnished us with several sections of tubing, covered with Harrington's enamel in four different shades of color, and we have seen no finish on bicycles yet that is so beautiful. We invite wheelmen and others interested to call at our office and inspect the specimens.

NEW HAMPSHIRE is the first State to send in a renewal of and payment for membership in the L. A. W. from every member in the State. The membership has more than doubled, which is principally due to the efforts of the officers of the State division, who are very active in perfecting several new features.

WE will gladly receive and transmit any contributions to the Starley Memorial Fund, which grateful wheelmen may desire to send by us. As it is intended to make participation in the tribute as general as possible, the smallest sums will be gladly accepted; twenty-five cents, fifty cents, one dollar, etc.

IN arranging your spring bicycling outfits, do not forget that the photographic apparatus is an important if not absolutely necessary adjunct to the thorough enjoyment of a day's or a month's outing. The "Pocket" camera complete is easily

carried with the bicycle, while he who rides the three-wheeler can take with him several sizes.

THERE is now little doubt that a distinct tricycling association will again be organized in England, and the *Tricycling Journal* comes out squarely in advocacy of it, and urges good arguments for it. The friends of the movement also claim that it can accomplish more towards securing park and other public privileges as an independent institution, the chief objection of the authorities being directed against bicycles.

THE discovery of a method for producing aluminum cheaply enough for practical uses in art and manufacture, seems to be a fact. It is said to have cost the inventor thirty years of labor, and \$150,000 to perfect his method, but as it is also reported that offers for patent rights for various countries already amount to several millions of dollars he is likely to reap a rich reward for his labors at last. From all accounts, it is creating a most excited interest among manufacturers everywhere, and we trust those in the bicycle trade will be prompt to test its practicability for uses in the construction of cycles.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

A. D. G., Boston. — We are not required to notice anonymous communications, and only notice yours by courtesy. While we do not dispute your assertion that the winner fouled and passed his contestant on the inside, we did not observe it, and no protest was made at the time by the latter or his friends; but it was noticed that he rode very wide throughout the race, and possibly the winner had no option but to dash inside if he intended to pass at all.

W. J. H., Middletown, Conn. — Consult the Washington intelligence in the daily papers, as we have done and do, and you will learn of it as soon as we do, — and we have still to be informed.

R. H. S., Minonk, Ill. — 1. Long-distance saddle. 2. The best adjustable step we have seen is illustrated and described in "Cycling Memoirs," in BICYCLING WORLD of 8 September last. 3. As a general thing the manufacturers put the steps at the proper height for the average man; and if it does not accommodate your case, you will have to determine it by practical test. 4. We have not tried, personally, the shackle spring, but believe the cradle to be the easiest one in use.

W. S., Baltimore, Md. — Thank you for kind remembrance. The set of cards are very neat and proved an agreeable surprise.


The "Coventry Rotary" No. 1.

THIS machine has been undoubtedly the success of the year from a manufacturer's point of view, and as we have been riding a No. 2 (which is the same, though slightly differing in detail) all the summer we can, with confidence, add, "and rightly too." Its construction is exceeding simple, consisting, as far as frame is concerned, mainly of two weldless steel tubes arranged thus: —

| with a wheel attached to each extremity. The long side tube is 5 feet, 5 inches in length, and is provided with a neck and centres at each end, which said centres fit into, and are held by two neat Stanley heads, which surmount each a pair of forks holding a 26-inch wheel, fit-

ted with twenty No. 12 direct steel spokes, crescent rims, $\frac{3}{4}$ in. rubbers, Rudge's patent—and excellent—ball bearings and wide useful splash guards, the rear wheel being covered with these both back and front. As will be seen the main side tube drops at its extremities to the wheels, and is rendered firm and rigid by means of a light pair of bracing rods, as shown. A little backward from its centre the second main tube is attached at right angles, and centrally from this a third tube departs in a descending forward direction for a foot or so, when it ends in a stout broad fork, at the ends of this being two sets of Rudge's adjustable ball bearings, in which runs a short shaft, having attached the lower chain wheel, and a pair of ordinary bicycle cranks slotted from $4\frac{1}{2}$ inches, to 6 inches throw, and holding a pair of ordinary bicycle pedals. The driving wheel is 48 inches in diameter (geared level), and is attached to the end of a 10-inch axle, which runs in two sets of ball bearings, held on brackets dropping from the main truss tube, and has the upper chain wheel at its extremity. An \uparrow handle and long levered hand brake are fitted on one side, and a spade handle and pinion wheel on the other, both of which are very simply and effectively made adjustable at a small extra charge. To use an Irishism, "the seat is a saddle." It is supported by an Arab cradle spring on an \uparrow pin, and is adjustable both up and down and forwards and backwards. Beyond the general and peculiar shape of the machine, its speciality—and that which gives it its advantages—is the arrangement of the steering, to effect which an arm is attached to both forks, but on opposite sides, and the steering bar is double the usual length, being bolted to both these arms and having the rack in the centre. The result of this arrangement is to cause the two small wheels, which are in a line with each other, to simultaneously turn in opposite directions, which has the effect of causing the rearmost one to follow exactly in the track of the other, on whatever curve it may make, and consequently enables the machine to be turned with one half the usual amount of twist of the steering wheels and handle. Rather ugly and somewhat awkward foot-rests have been until now fitted, but for next season, at our suggestion, a neat T pattern rest will be attached just behind the front rudder head, which will enable a straight leg to be obtained, and at the same time be lighter

and neater, as well as serve to carry the lamp, for which at present the accommodation is poor. Its peculiarities of action being fully gone into in the Novice's column, we will have to content ourselves by briefly stating that it is but 29 inches wide, so it will go into any doorway, is soundly and well made, most of the defects which showed themselves in the earlier specimens having been attended to and removed. The front tire, for instance, which at first was a continual source of annoyance, now being most effectively secured, as we have tested by about 1,000 miles' use. It is fast, as may be seen by reference to its performances on the road and path; has the most approved vertical action, is very steady and firm in running, and is an excellent hill-climber, as well as being good on down grades, and is better suited for smooth surfaces than very uneven or excessively greasy roads, on which latter all single drivers are at a disadvantage, more or less. In weight it scales about seventy-five pounds, or built as a racer, with 44-inch wheel geared to 60 inches, something under forty-eight pounds, whilst its price, considering the way it is sent out, is cheap at £20. For ladies' use, the No. 2, with side gear, is preferable, and both machines are grand luggage carriers, and extremely handy vehicles. — *H. Sturmev, in Tricyclist.*

 We desire to make our wheel club department as complete as possible. If club secretaries, when mailing to members notices of regular and special meetings and other club events, would address one to us, also, it would keep us informed of club doings, and enable us to impart often-asked information respecting them to others, and would materially aid the secretaries themselves. We would also suggest the appointment by each club of a "press correspondent."

JOY, the Athletic Outfitter, 21 and 22 Leadenhall street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.

FOR CHRISTMAS PRESENTS.



Exact Size. WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc. all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

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General Wheel Agency.

Bicycles Stored, Repaired and Rented for road use
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CALL AND SEE

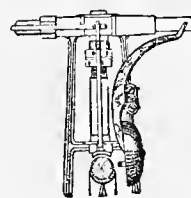
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IT IS EFFECTIVE;
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NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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A SAFETY MACHINE.

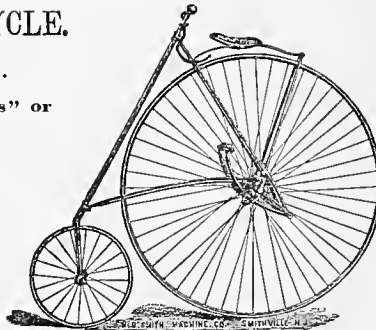
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The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

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Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

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Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

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New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

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* 1 48 in. "Duplex Excelsior," full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. * 1 50 in. "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and burnished, rubber handles, \$90. * 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1 2 nickelled and 1 2 bright, cone bearing, bell, etc., \$65. * 1 54 in. "Old Style Premier," 1 2 painted and 1 2 bright cone bearings, \$45.

Tricycles.

† 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1 2 painted and 1 2 bright, \$110. || 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

|| In first class order; shows only wear on tyre.

Ⓔ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

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The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 5 JANUARY, 1883.

Volume VI.
Number 9.

[Vol. VI.]

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SPECIAL NUMBER

OF THE

BICYCLING WORLD

To be issued early in

JANUARY, 1883.

We shall issue, early in January, a special number of the *Bicycling World*. It will contain the following features:—

The Constitution, Rules, Officers, Consultants, Committees, etc., of the L. A. W., corrected to date of issue.

Rights of Bicycles, as shown by the decision of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.

A full and complete list of clubs, with officers, etc.

Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year.

Tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 3 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 5 JANUARY, 1883.

ROADS AND ROADS.

SOME imaginative writer in the *Detroit Free Press* has been beguiling the readers of that comic journal with a serious article on London highways, and not suspecting the *Press* as capable of publishing anything except funny stuff, the English papers took its erroneous statements as a huge joke, and have laughed immoderately at the conceit, as in duty bound. It is evident that many Americans have about as correct an idea of London streets and its suburban roads as our English cousins have of North American geography. The fact is, according to statements of those best qualified to know, viz., bicyclers who have wheeled over the streets and roads of both countries, that the road surface of London's streets average about the same as that of

Boston; that is, it has stone, wood and asphalt pavements, and macadam of more or less excellence of condition, the areas of each sort being, of course, larger than our own. For the suburbs, we question if the roads surpass our own within a radius of six or eight miles in any inland direction from Boston, although we doubt not England's country highways are very much better in the longer distances, and between towns, than our own, so that a bicycle or tricycle journey through the United Kingdom would be much more continuously enjoyable. There are two features of English roads which we see frequently mentioned in their cycling papers which do not obtain here to any appreciable extent, viz., rain and greasy mud. In nearly all their accounts of tours, runs, etc., we find that the rain fell, and the roads were in consequence slippery or "sticky," and progress was thereby often much retarded. Why it rains so much over there is probably understood by their meteorologists, but the clayey nature of the road surface is probably the reason for the "grease." We are little troubled by either of these conditions, as our highways are generally sandy or gravelly, and the intervals between weathers are tolerably wide, the wet weather, however, being comparatively brief, and when we do have rain our roads are made thick, or mushy, so that one cannot pedal through them; but seldom are they slippery. We are, of course, speaking of the New England roads; in other sections of the United States are found many variations from these conditions; but New England is, and will doubtless long be, the bicycling centre, for both riding and manufacture, and it is, therefore, more proper for comparison with the mother country in this connection. In short, we cannot see, judging from what we read in their wheel press, that the English roads greatly surpass our own, except in longer distances of ridableness, and we, therefore, recommend our wheelmen to be thankful for, and make the best of the very fair opportunities they possess already for good riding.

ENGLISH wheel papers are joining in useless efforts to influence legislation against street railways, or, as they are termed over there, tramways. The fact is, that while they are in many respects nuisances and spoil our highways for bicycles and cause some swearing on the part of drivers of carriages, the benefits the general public derives from ready

and cheap conveyance between local distances where walking would be out of the question, far outweighs the annoyance to the other classes of vehicles, and if submitted to a popular vote the question of their continuance would be decided in the affirmative by ten to one.

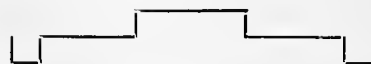
CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Tricycles and Country Roads.

Editor Bicycling World:—I was very much interested in Mr. A. J. Wilson's (London, England) paper in the *WORLD* of 23 December, on "Tricycling," and I felt something of the old delicious enthusiasm with which I pored over President Pratt's *American Bicyclist* in the summer of 1879. The leading point in Mr. Wilson's article was, that the tri. is the machine for the out-of-town-roads of the States as well as the boulevards of the cities. I wonder if the genial writer has a correct comprehension of what the country roads of the black soil (or prairie) sections of Illinois are. These roads are in an almost perpetual state of mud, or, if dry, are corrugated like a non-slipping tyre.

If the printer will take the trouble to use a few "dashes" he can outline the profile of these roads with tolerable accuracy, thus:



Occasionally the wheel ruts become merged into the narrow track pursued by horses feet on either side of the centre ridge, but the ridge invariably remains. Would Mr. Wilson's centre steerer ride such a road? Would the side steerer (the machine having the trailer on a line with the driver) work well on such a road? And is the machine of the last-described class a good one? I know that the bicycle is not a real success in the black-soil region. At only certain and widely separated intervals can we mount and ride out into the country. It is my deliberate conclusion that the bicycle is not a practical vehicle in the country I have referred to. It is this which accounts for the apathy with which the wheel is regarded out West. I know of a once flourishing club of eleven members (one of the early League clubs) which is now disbanded, and another organization, small in numbers but great in enthusiasm, which died within three months. They are neighboring clubs, and the death of the latter is due wholly to the depressing effect of impassable roads. Did the Elgin Club die from this cause? Where, also, is the Streator Club with its eleven vigorous young members? I have heard nothing from it this year. If it is dead, you may depend

that the beastly roads killed it. We want a State division of the L. A. W. to localize the interests and concentrate the influence of our Illinois clubs, that we may become helpful factors in the movement now taking practical shape in this State under the name and form of a State Road Association for the building of permanent highways in a region which nature intended for the raising of marvelous crops of corn, but which she seemingly forgot was to be inhabited by a moving class of humans.

The future of bicycling in Illinois depends much upon the outcome of this road question, and our esteemed Consul Fairfield, of Chicago, could do no better work for the cause of the wheelmen within his jurisdiction than to identify himself and all other L. A. W. members whom he can reach, with the State Road Association, of which the mayor of his own city is permanent chairman.

To go back to the tricycle: Firmly as I am attached to the bi, and convinced as I am that no three wheeler can so fully embody the idea of grace and ease of motion, I would abandon it for the tri. if our roads permitted its use; and I would add, if possible, a seat that would carry the wife or one of the "kids." The little wife became an enthusiastic admirer of the marine bicycle last summer in our visit to Lake Minnetonka, Minn.; and in our daily rides upon the lake we certainly attracted more attention than a steamboat, from the many visitors who "never saw the like before." She would appreciate the "sociable" character of the extra seat on the tri. as she did the one she occupied on the marine. Her interest in spider-wheeled vehicles would take a position where it now has but a negative form. A. B. H.

KANKAKEE, ILL., 24 December.

The Essex Bicycle Club.

Editor Bicycling World:—On the approach of winter the Essex Bicycle Club does not retire to pass the non-riding season in a torpid condition, but concentrates its energies in directions social and member making. The Essex is not dead yet, though as far as print is concerned, it has not been very lively lately. It spent the season in club runs and club meetings much the same as any other club which has passed its days of youthful freshness and exuberance,—enjoying early in July a joint meet at Long Branch with the Germantown and other boys,—of which run an interesting account was written by the versatile "Gid," and again on Thanksgiving Day participating in a trip through its native country with the Brooklyn Club and the K. C. W's., of which your readers have also had an account. To-day, its energies are fully employed in preparing for its annual reception which will be held on the 12th of January next in Newark, and which bids fair, etc., in securing winter riding quarters and in selecting a new uniform. The Essex is growing old and rich, but *not* lazy; and if you do not hear

from it again shortly, it will not be the fault of the ARAB.

St Louis Wheels.

Editor Bicycling World:—The year 1882, now drawing to a close, has been a memorable one in the annals of bicycling in this antiquated city. From a start of twenty-five riders in January, the number has swelled to nearly two hundred, and even the winter snow (in our case mud) has not dampened the ardor of the would-be bicyclers. In October last, believing it to be for the interest of 'cycling, six men resigned from the Missouri Club, and formed the "Eurota," and though it caused some comment at the time, everything is harmonious now. The Missouri club, which has the largest membership (forty-six) and embraces the best fancy riders west of the Mississippi River, gave an exhibition, 13 December, at the Natatorium Hall, which was admired by all who witnessed it. The double feats by Stone and Beckers, and Stone's one-wheel riding (he uses a 58 for fancy business) were loudly applauded by all who understood the difficulty of the attempt. Some racing was attempted, but the curves were rather sharp, and some of the worst slipping I have ever seen took place (and I have raced in the Exposition Building at Louisville, and been beaten, I might also add). The members of the "Eurota" attended the exhibition in full costume, and altogether it was a pronounced success.

Of course we have had our horse accidents, and threatened law suits, etc., but a decided stand was at once taken, and "millions for defence, but not a nickel for compromise," was adopted as a motto. We are also blessed with a park commissioner, who at divers and sundry times seems to be possessed by a devil, and after arresting "Jumbo" for riding in the park (the chief of police refusing to lock the cyclist up), declined to let us *skate* on the park ponds, claiming that it would "hurt the fish." We still ride anywhere we wish, and "laugh the park commissioner to scorn," and though we have the meanest roads, streets, and boulevards in the world, for a city of this size, we will fight for our road privileges just as vigorously as if our streets were all asphaltum.

Our racing records stand 3m. 9½s. for the mile, 18m. 4½s. for five miles and 1h. 17m. for twenty miles, the first two being made by Young and the last by Stone. The one-mile club championship medal has been once won by Young (he having beaten Stone by half a foot), but it is doubtful whether he will hold it, as Stone's 60-inch Harvard-Club racer is approaching completion. A medal was won at the League races in Chicago, last May, by one of the boys, but it has not come to hand yet. If any one sees a medal wandering around just send it down this way.

The old standard Columbia, once the favorite machine, has now almost entirely

disappeared, and the Premier, Harvard, Expert and Club, are now the rage. The Premier is the favorite of light riders, for its gracefulness of outline, the Club and Expert of the road riders for the way they "slide" (*i. e.* coast), and the Harvard is monopolized by the heavy men; and that the latter wheel can *stand* a good deal is ably demonstrated by the fact that both the Missouri Club buglers ride the Harvard. In the words of H. W. G., "let the roadster pass."

The open head, large back wheel, 30-inch bar, and the largest size of wheel a man *can* ride (toes pointed every time) are acknowledged to be the requisites for a wheel for our roads. The closed head accumulates mud and clogs up under the rider when riding through mud, and our riding is "quite so, indeed." The eighteen-inch or even twenty-inch back wheel is easier in coasting and less liable to hit you in the back of the head. That fact that I can demonstrate; for instance, a sixteen-inch back wheel strikes an obstruction one inch in height, at a point seven inches from the axle, while a twenty-inch wheel strikes it nine inches from the centre, and accordingly hops over it easier. Two wheels were in use for six months over our car tracks down town, one being a seventeen-inch trailer, and the other a twenty-inch. The seventeen-inch trailer now stands eight inches from the front wheel, while the twenty-inch has only pulled out two and a half inches. This is not an isolated case, as we have been observing the whys and wherefores of back wheels for some time before venturing our opinion. I agree with "Steno" that the small wheel is by far the most graceful, and if I lived in Chicago, would use one, but if *he* lived in St. Louis (and I hope for his own sake that he never will) he would want a twenty-inch back wheel every time. That little glimpse of Christian roads that we got in Chicago last May, has made the St. Louis 'cyclist disgusted with his lot, and if they only had some good hills up there, a wholesale emigration would ensue from this place. The Missouri men sing to the air of "Nearer, My God, to Thee," the following hymn:—

Thy Boulevards are best,
Chicago,
Where we ride ten abreast,
All in a row.
Asphalt we want straight through;
This they had better do,
Or we will all go to
Chicago.

E.

Springfield Wheels.

Editor Bicycling World:—While the club has of late been very little heard of, we are by no means asleep. A number of the members have new mounts ordered for spring use; and when we get our new uniforms (which are now making, and will, we think, be second to none,) you will hear from us often. Our

new uniforms are as follows: sack coat and breeches of black broad-cloth, and the only trimming is a fine gold cord up the seam of the pants, with nickel wheels for buttons on coat, a navy cap of same material, and S. Bi. C. worked on front, black cashmere stockings, white shirt, collars and cuffs, with a crimson neck-tie (which is club color), the whole costing about \$40 per man. At our last meeting our esteemed secretary, C. K. Ferry, resigned, he having given up the wheel; the club feel very sorry to lose so efficient a member, and passed a vote of thanks, and also voted him a life member and presented him with a diamond L. A. W. pin. We still expect him to keep some little interest in the wheel.

We are busy now fitting up our club rooms, and when done we expect them to be very nice. We have three rooms, and will accommodate about two hundred persons; they are located in Massachusetts Mutual Life Insurance building, and will be neatly frescoed, and carpet on floor, heated by steam, etc. Visiting wheelmen always welcome, and we shall be pleased to have them stop over one train on their way to Boston or New York. The club now numbers twenty-two members. 2356.

SPRINGFIELD, 29 December, 1882.

Classes v. Handicapping.

Editor Bicycling World:—"London W." says the main objection to racing in classes is the small number of racing men at present. Now, to my mind, that is the beauty of classes, and one of its chief features, for what discourages a racer more than to have one man win all of the first prizes, and the strife to come among the other riders for second prize. And again, the audience loses all its enthusiasm when it is known that man will come in first every time. For instance, take Moore at Worcester and Springfield, Hendee at New Haven (where he took five prizes); those who raced with them knew there was no chance of winning, so came in over a minute behind in five miles. Now, such a race tends to discourage both rider and the spectators from coming again. The best race I ever saw was where a mile was made in 2m. 47s., and in which there was six contestants, and there was no time in the mile when the six men run fifty yards in the same position. The excitement in that race was double what it was in the last Prince-Frye race, and must of a necessity be so where the men are evenly matched, let the time be what it will. Then, as to the three-minute class, it is not necessary that a man be able to make three minutes to enter that class, but of course only good men would enter, and they would know what they might expect to compete with. Then when it came to a 3m. 20s. class the fast men would be obliged to keep out, and we would have another set of more evenly matched, and so on. I believe, with "London W.," that the system of heat racing should be done away

with, for the second heat is always a repetition of the first. There is where the class system comes in play again by affording a chance to have four or five mile races in an afternoon, and each with a different set of men. Now I don't think he ever saw a handicap race that was satisfactory all round, and certainly the same can be said of a scratch race. But some will say that it would pay better to be a slow rider under the class system. Not so, for the slower the race the smaller the prize should be; a three-minute class, the prize would be as large as three or more of the slower classes, so that the fast rider would only have to run one mile and win a large prize, and one in which, under the present system, he might be obliged to win three races to get prizes equal in value to the one given in a first class. I hope the racing board of the L. A. W. will weigh the matter, and give us some good fair, square racing rules for 1863. H. F. D.

SPRINGFIELD, 28 December, 1883.

Prince vs. Frye.

Editor Bicycling World:—I notice an article in your last issue referring to the genuineness of my last race with Mr. Frye. I think it must have been written by one of those greenhorn professional amateurs who profess to know all the points about a bicycle, and about riding and racing, and really know nothing. He asks why should Prince and Frye pass and repass? Well, I will explain that as well as I can. When I run a race with Frye, or any one else, I always try to run with a little judgment. Now, we'll suppose I lead; Frye follows me. Now if Frye will let me run my own race I think I shall be sure to win, because I think my quarter-mile record (36½s.) will show that I can do as good as many on the spurt, and you might be sure, if I make my own pace all the way I will be sure to have a spurt for the finish. Now I want to know whether Frye is running easy or running hard. Well, how can I know as long as I keep on his back wheel? To find out I have to pass him; and that is how the "pass and repass" goes on.

The "professional amateur" I refer to is the professional in principle and the amateur to the public; and I am sorry to say there are too many of the above gentlemen (?) going about, who can't run a square race themselves, and so think no one else can. I am very often asked, "How much are the amateur prizes worth?" or, "Who is going to have the gate money?" "I can't come and race," they say, "without my expenses are paid. Well, I call these men "professional amateurs."

If a man wishes to run me for a stake of \$200, \$300, \$400, or \$600, I will run him, and run to win every time. I will run him a square race for the money. If a club, or any person, puts up a purse, open to all professionals, I always send my name and run. I am not like some

of those "professional amateurs," who pick their races for fear of getting beaten. The "cup" referred to, Mr. Frye's, I know nothing about, but for my own prize in the last race, being a professional, I took the \$100.

Hoping the above explanation will suit our friend "Pro Bono Publico," and that he will think for the future that it is still possible to have a "square" professional race, I am yours, JOHN S. PRINCE,
Champion of America.

Editor Bicycling World:—In the last edition of your paper, I noticed an article written over the signature "Pro Bono Publico," to which I wish briefly to reply. The writer of the article above referred to makes insinuations which not only directly reflect upon my honesty of purpose, but which cannot but tend to deceive the public at large, and make those who are at all interested in bicycling suspicious and dissatisfied, much to the detriment of the cause of bicycle riding. The writer's remarks were too plain and forcible to be misinterpreted, and when it is intimated that the recent race between Mr. Prince and myself was sold by me, he does me a great wrong; and, in justice to my friends, and to exonerate myself from whatever prejudice or ill feelings may have been engendered by the unjust imputations of one who refrains from signing his own signature to an article, in which he is only too willing to say things that might tend to injure my reputation, and destroy the confidence placed in me by my friends and others, I wish to say, that any one who says or intimates that I ever bought, sold, or gave away a race, makes a statement that is *utterly false* in every particular, and whoever assumes to know as much in regard to the recent contests between Mr. Prince and myself as the writer of the article above referred to, and is so ready to make unjust criticisms, and make such insinuations as will tend to destroy the confidence of our friends, and injure the cause of bicycling, may well pretend to write "for the public good," and be ashamed of his own signature.

LEWIS T. FRYE.

2 JANUARY, 1883.

The League's Necessities.

THE history and formation of the League of American Wheelmen is shrouded in no mystery, but is known to nearly every 'cycler in the world. To quote the words of Mr. Parsons, "Some general organization of American bicyclers was invaluable, indispensable, inevitable," and the L. A. W. was the result.

No club or organization, as the issue of the bicycle's advent to this country, has received so much attention as the League. Hundreds of letters have been written for publication in the bicycling press, criticising or praising it. Not a few have offered valuable hints for the furtherance of its avowed objects. Some of them have been entitled to receive careful attention, while many have been so

puerile as to scarcely be entitled to perusal. Some have been fair and just in their criticisms, while many have been the outgrowth of personal or club differences and rivalries. The latter were, in my opinion, the result of club membership in the League, which I have always considered unwise, inasmuch as it gave a false impetus and membership, and created rivalries which would not have existed among individuals, as such. The actions of many have been misunderstood, simply from their club membership, and innocent club members have been condemned for the action of their leaders. It is needless to say that these causes have effected the League and shaken it to its foundation, strong though it is. This should not have been, as whatever petty quarrels members have should be kept out of the management of the League. The objects and purposes of it are so broad and so sensible, and if carried out in the spirit of its constitution, would result in so much good to wheeling generally, that every one must regret that they ever should have existed. But it is not my intention to rehash and dish up in a new form what every one is familiar with, but rather to examine the condition of the League in relation to its future, and suggest such changes as in my opinion are essential to its success. By success I do not mean what will create the greatest and most sudden increase in the membership, but what will best stand the wear of years, and place the League on a thorough working basis. I had intended to compile an article from letters by leading officials, but have been compelled to relinquish that idea, as only two of the many I wrote to have been so good as to favor me with their views, and these have not given me what I want. I am, therefore, compelled to rely upon my own unaided efforts, and I do so with some hesitation, as the League is a delicate subject to handle, owing to the existence of the rivalries referred to. These, I think, are rapidly becoming things of the past, and I detect the prevalence of a better feeling. This is owing, no doubt, to calmer and more mature judgment, a greater familiarity with the needs of the association, and the realization of the fact that in the majority of cases, whatever action has been taken was at least honest, though it may have been ill-advised. The opinions expressed herein will, I trust, be taken as unprejudiced, though they may not accord with the notions of many of my readers.

I referred above to my belief that club membership was unwise and fraught with danger. This belief is not the result of any hasty conclusion, but of careful observation of its workings. It gave clubs an opportunity to withdraw bodily, and by their action discourage their individual members from giving any support to the League. It is rare that a member of a club will support an organization which his club has voted not to join. Now if individual membership was the basis, men would join because they wanted to,

and were convinced of the advantages to be gained thereby. A change in this rule, or the abolishment of it would do away with all proxy voting, which is a delusion and a snare, and unnecessary under the present system of elections. It is not pleasant nor conducive to the fraternal feeling to have clubs of the same locality arrayed bodily against each other, as is liable to be the case with a delegate system. If every member attended a meeting free and untrammelled, and prepared to vote and act as himself, and not as Jones of such and such a club, the result would be far different from what it is. Now here we strike at what seems to be a vital point, and I think the rule relating to club membership should be abolished.

The second vital point is the rule defining amateurs and professionals, which, though founded mainly on theory, is a cardinal one of amateur athletics, and should be as universally harmonious as possible. Like nearly everything else, it is subject to argument and varying opinions, and when it is evident that the interests of wheeling demand a change or a more liberal policy, I should only be too glad to advocate it. But the old rule gave very general satisfaction, and was working no hardship. It is a rule for prevention as much as for enforcement, and was intended to act as a restraint upon those who would sail under the colors of an amateur, and yet handle the main sheet of a professional ship. Some arguments have been made that the last amendment in no way changed the meaning of the rule, but simply removed an ambiguity. Be this as it may, the harm is done in the impression it has created among the average 'cyclers that the rule has been weakened.

In showing what I consider mistakes in the rules of the L. A. W., I do not intend in any way to criticise its management, as both the rules are subject to different opinions. The League is not weak from any inherent fault in its foundation, but is simply weakened by mistakes that can be easily corrected, and the League made successful, as it should be. President Miller, in acknowledging my letter asking for an article on the League, complained that with very few exceptions the chief consuls were doing nothing to advance the interest in their respective States. If this is so, it is very evident that mistakes have been made in the elections, and that men with more leisure or possessing better qualifications for the office should replace in some instances those already occupying the position. If those who have the direct management of affairs do not attend to their duties, little can be expected of the ordinary member who only once a year has an opportunity to express his views and cast his vote. I think, however, that its individual members might fairly be criticised for expecting too much in so short a time. Many expected insurance and protection, and

grumbled because they didn't get it, when, had they but thought a moment, they must have seen that it was impossible for the League to give it. They wanted consuls where there were no riders, and they took no pains to recommend any one where there were. In touring they did not avail themselves of those that had been appointed, but got such information as they required from the dealers. In this respect I know whereof I speak, for, while consul for Boston, though a great many wheelmen visited the city and sought companions and information, not more than one or two went to the proper place to get what they wanted. Now of course one has a right to do as he pleases, but if wheelmen would see the League fulfil its early promise and be the beneficial organization it should be, they must lend what little influence they can to bring about the desired result. In this respect I must plead guilty, but I condemn in myself what I condemn in others. The members of the League have expected everything, and have given nothing except the paltry sum of one dollar. President Miller further complains of the difficulty of obtaining members to serve on committees; and while this is perhaps to be regretted, I think it is better for a man to refuse a position than accept one he for any cause cannot perform the duties of. The League wants *workers*, and must have them; and, although our president may experience some difficulty in filling vacancies, I believe the result will be more satisfactory than if positions were accepted by men unable to devote sufficient time or lacking the energy and interest to attend to the duties of office.

The disposition of funds on the application of State divisions is a question requiring considerable thought, and I feel scarcely able to give it that close attention which it deserves. It is evident that State divisions are to be the rule, and not the exception, in the future; and if so, some provision must be made for their support. It would perhaps be best for the divisions to handle their own funds, and contribute to the National body in proportion to the number of its members. The former's expenses will depend largely on the amount of work it does, while the expenses of the latter can better be reduced to a minimum. The expenses of guide boards, local meets, etc., should be borne by the State receiving the direct and immediate benefits rather than that the League treasury should be sapped to pay the bills contracted by the State officials.

I have already written more than I ought, and I therefore leave this subject to be discussed by those in a position better able than I, to cope with it. I have endeavored to express my views as fairly and justly as I can, and submit them to the kind consideration of the members of the League of American Wheelmen.

LONDON W.

The Bicycle Union Meeting.

AT the council meeting of the Bicycle Union, held 14 December, at Anderton's Hotel, London, besides the consideration of matters of minor interest the question was taken up of adding to the rules of the Union—(a) "That no club affiliated to the Union shall offer a prize in any race of the value of more than 10s., except in the case of challenge cups, which do not in any one race become the absolute property of the winner, and no individual member of the Union shall ride for any prize above the value of 10s. except as above mentioned." (b) "That the executive be authorized to suspend from riding at all race meetings of Union clubs any bicyclist or tricyclist riding for a prize of greater value than 10s., except in the case of challenge cups, which do not in any one race become the absolute property of the winner."

After a lengthy and wearisome discussion it was lost by a large majority. Mr. H. Sturmev then proposed the following: That in the case of clubs affiliated to the Bicycle Union the hon. secretaries or other officials be required to obtain from the executive or the local centre a certificate as to the intrinsic value of the prize advertised, and that it is recommended that with the exception of challenge cups, no prize should exceed £10 10s. in value.

This also occasioned a long and acrimonious debate, but was finally carried, and the meeting adjourned to the 21st.

Tricycle Conference.

A MEETING was held at Anderton's Hotel, Fleet street, on 12 December, when the following clubs were represented: London T. C., West Kensington, West Middlesex, South London, North London and Acton. Mr. Browning, London, presided, and that gentleman proceeded to open the meeting, and stated that the objects of the proposed body were as follows: The admission of tricycles into public parks; the arranging and carrying out of the annual meet of tricyclists, the annual road ride, should it be deemed expedient to carry out the latter, and to look after the interests of the bicycling fraternity generally. A motion to this effect was proposed by Mr Cobb, and seconded by Mr. Vine. An amendment was proposed by Mr. Hillier, who complained that the meeting was not a representative one, and moved that it be adjourned, so that the delegates of every tricycling club might be present. This was supported by Messrs. Whorlow and Wilson, and opposed by Messrs. Cowley, Davey and others. The amendment was lost by eleven votes to six. It was then proposed by Mr. Salmon, and seconded by Mr. Cobb, that the society be called the "Tricycle Union." Mr. Howard then proposed and Mr. Vine seconded, "That an executive committee be formed of delegates from every tricycle club forming the new union at the rate of two representatives for the first twenty, and one

for each additional twenty members." Both the above propositions were carried unanimously. It was also resolved that every member of the executive must be a duly qualified member of the club which he represents. The first meeting of the executive has been arranged to take place at Anderton's Hotel, on the first Monday in February next. Mr. Cobb was appointed hon. secretary *pro tem*. The usual vote of thanks to the chairman brought the meeting to a close. — *London Sportsman*.

A NEW TWO SPEED GEAR.—An ingenious and simple method of constructing tricycles driven by balance gear in such manner as to drive both wheels for speed or power, or form a free-crank machine at will, has just been patented by Mr. Hissett, of Buckland Terrace, Plymouth. Instead of the chain wheel carrying the pinion connecting the level wheels of (say) Starley's gear, the pinion is carried on a drum forming part of a hollow shaft, through which the spindles run. The chain wheels for speed or power are mounted on this shaft in such a manner that by the simple movement of a lever either side may be driven for speed or power, the machine still driving both wheels. By a further movement the cranks are motionless. The principle admits of being applied to either the Salvo, National, Settle, Phoenix, or other balance-gear tricycles, and we understand a machine will be exhibited at the Stanley Show which will be worthy of close inspection. — *Tricycling Journal*.

A CORRESPONDENT of the *Bicycling Times* mentions two very light bicycles which he saw at the establishment of M. M. Clément & Co., in Paris. One was a 52-inch and weighed but sixteen pounds all complete, nearly everything hollow, and the front wheel had two hundred and eighty spokes. The head, neck, forks, and bearings were all in one piece. Another weighed but eighteen and a half pounds, was a 56-inch, completely hollow, with three hundred spokes in the front wheel and one hundred and forty in the rear wheel. This latter machine had been thoroughly tested, having been ridden 2,000 miles. The same writer, says a rider, Ernest Roquet, of Paris, has, like Scuri, mastered the unicycle and takes long spins of twenty miles.

SPLASH-GUARDS have been the most useful fitting during the last few weeks, and riders who have been out on front-steerers with the ordinary small tin guard over the after-part of the steering wheel have discovered the inefficiency of such a protection, the mud being plentifully thrown on to their shoes. One of our contributors recently tried the experiment of rigging up a splash-board, about a foot square, in front of his treadles, and by so

arranging it that some three inches were below the frame, and thus nearly touching the ground, he secured perfect immunity from splashing on a thirty-mile ride, when the mud was of the most copious and watery nature imaginable. — *Tricyclist*.

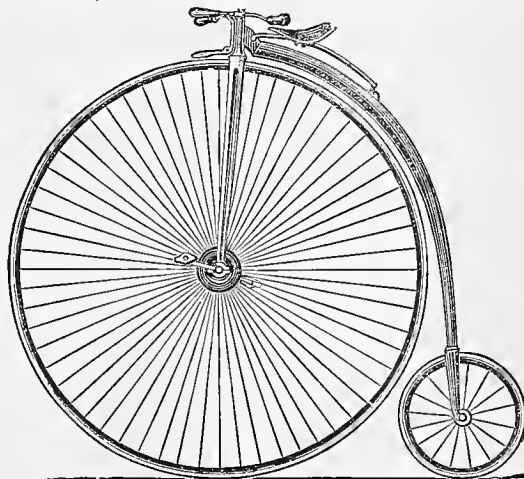
WE alluded last week to the ill-advised action of a certain section of the League of American Wheelmen, and we told our readers that one of the persons present, a Dr. someone, said the Union was "on its last legs." Even supposing that that mendacious assertion was true, this individual would still have to recognize the fact that the Amateur Athletic Association and the Swimming Association are both enjoying very good health, and that the decision of the League will make it impossible for English cyclists to race their transatlantic compeers in the future, simply because both the spirit and the letter of the amateur law has been broken by the action taken by the L. A. W. — *Tricyclist*.

A KINDRED idea which reaches us this week has reference to a combination brake. It is granted that the National grip brake is most conveniently placed for rapid application without removing the hand from the purchase-handle, and at the same time it is admitted that the push-down lever is the most powerful and most easy to keep on when descending a long incline. Why, then, cannot we have the two handles combined upon one brake, the lever being fitted as usual, and the grip-handle, as in the National, being connected to the lever by a short rod or stout cord. — *The Tricyclist*.

MANUFACTURE.

The American Sanspareil Roadster.

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND, FOR SAMUEL T. CLARK & Co., BALTIMORE, MD.



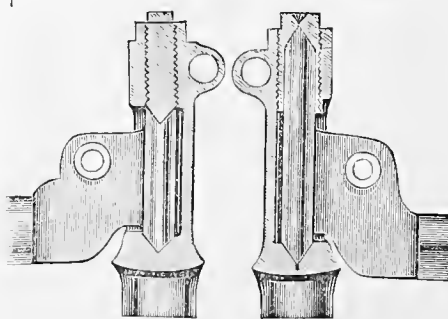
THIS roadster has been placed upon the American market by the importing house of S. T. Clark & Co., within the past year, and although such a recent

addition to our as yet small collection of machines, has already won an enviable reputation. The Sanspareil in outline and general contour is extremely graceful and beautiful, and is thoroughly well made of the best material. It is essentially a roadster, and though not unnecessarily heavy it possesses in a marked degree those qualities of strength and durability, so essential to "long life and health." In the "Midlands" of England the fame of the Sanspareil and its no less celebrated builder, William Andrews, of Birmingham, are household words, and it is safe to say that no bicycle enjoys a better reputation than the English sister of the "American Sanspareil." This machine was designed for use on rough American roads, by Mr. S. T. Clark, and the acknowledged English authorities on bicycle construction, Messrs. H. Hewett Griffin and Henry Sturmey, aided by its maker, an engineer of eminence. It possesses all the latest improvements, as will be seen by a careful perusal of the annexed

SPECIFICATIONS.

The WHEELS are fitted with steel crescent rims of the most recent section, designed to resist lateral strains or buckling, are strong and elegant in appearance. The TYRES are of the best red rubber, and are made especially soft for rough and stony roads, one inch in diameter to front and three quarter inch to hind wheel. The HUBS are of gun metal, five and a half inches in diameter by five and three quarter inches (average) wide, deeply recessed so that, though wide to give strength to the wheel, the tread from centre to centre of pedals is but about twelve and a half inches. The SPOKES are direct, of the best steel, and of sufficient number to stand any strain likely to be put on them. A 50-inch machine has sixty to front and twenty to rear wheel. The BEARINGS of front wheel are double adjustable balls, made especially for this machine, and are very neat in appearance. Both cases and balls are hard and perfect. The cranks are so formed as to revolve nicely in the outer part of the bearing case, and the case fitting well under the flange of the hub, renders it next to impossible for dust to work in, which renders this bearing as nearly dust-proof as any bicycle bearing can be. The rear wheel bearings are dust-proof, adjustable, single balls, constructed by special license from Mr. Bown on the *Æolus* principle, and are fitted with a neat spring slide to cover the lubricating hole. The importer writes us in regard to these bearings that "on an inverted machine the front wheel ran 10m. 45s., and rear wheel 9m. 18s., without oscillation. This is attested by witnesses." The BACKBONE is elliptical in form of best weldless steel tubing, strong and shapely. The FRONT FORK is hollow and fluted, of best steel, extremely handsome, and very strong and rigid. The REAR FORK is of the celebrated shell pattern or semi-hollow form;

it is light and strong, and is identical with that in use on other first-class mounts, as the Humber, Yale, Rudge, Royal Mail, etc. The rear wheel is, for a 50-inch machine, sixteen inches in diameter. The HANDLE BAR is one solid bar of tough steel, twenty-nine inches long, tipped with large Siam buffalo-horn handles and fitted into lug in front of head. This bar is dropped one and a half inches at the ends, making twenty-six inches spread of arms, which is about right for a 50-inch wheel. For most riders we approve of dropped handle bars. The CRANKS are four and a half to five and a half inches throw, detachable, and securely locked to the axle. The SPRING is of finely tempered steel, bolted to the neck and secured to the back bone at the tail by a shackle admitting of extra play, and prevents all tipping, side shake, and disagreeable rattle. The STEP is of the favorite saw pattern. The BRAKE is the grip-lever spoon, held off the tyre by a neat and effective spring. The spoon is of good size, and the levers and fulcrum such as to give sufficient power to keep the machine in hand in descending the steepest hills. The PEDALS have Hancock's non-slipping rubbers, parallel pin bearing the entire length of the pedal. These pedals are nearly as frictionless as ball pedals, and when perfectly made and hardened will outlast and are far superior to cones. THE HEAD AND STEERING. — If there is one point of excellence that deserves especial mention it is this. In this head, named in honor of its inventor, "The Andrews head," instead of the upper centre terminating in a female cone and receiving the top cone, it is carried right up to the top of the head, and ends in a male cone. Over this passes the top screw which is made hollow. It screws into the solid body of the head, and consequently is a very strong but free-working support to the centre. By this plan the centres are from four and one half to five inches long, the handle bar being but one inch more above the tyre. A small, thin locknut keeps everything firm, and a dome covers the whole. A small hole is drilled in the top of the hollow screw for lubricating. The working parts are closed by a dust-guard. The use of this head, with these long centres, gives the whole machine unparalleled rigidity. A glance at the annexed cut will show the nature of the improvement.



The components of this splendid machine are Lamplugh & Brown's ventilated suspension saddle, leg-guard, and handy tool-bag, containing spanner, spoke wrench, and patent pocket oiler. The standard finish is — all usual bright parts, including spokes, heavily nickel-plated on copper; backbone, forks, and rims finely coach-painted, and delicately lined in gold and color.

With such specifications as the above, and carried out in a thoroughly workmanlike manner, it is almost unnecessary to add any testimony to its excellence, but the opinions of riders of a machine are always interesting. Henry Sturmey speaks of the American Sanspareil as being "a first-class, highly finished machine, and can be thoroughly relied on, as the maker possesses a conscience . . . a well-built, sound machine. . . . It is a fine, strong, rigid roadster, admirably adapted for rough work and all round touring. It is as thoroughly well made as the English Sanspareil."

We have before us a score or more letters from American riders of this machine; and, though lack of space forbids us to print them entire, we will make a few extracts. Thus, one "particularly favors it for its stiffness and lightness;" and another gentlemen, weighing one hundred and seventy-five pounds, and living where the roads are none of the best, writes: "It is a solid, strong machine, that will stand wear;" and another finds "American Sanspareil especially adapted to American roads." All the writers unite in saying that the American Sanspareil is a superior machine in every respect, and we do not hesitate to recommend to all riders in search of a first-class mount.

The next machine we shall treat in this way will be the British Challenge. We would like to hear from riders of this machine.

J. S. DEAN.

Recent Patents Granted.

12 December, 1882. — Eduard Lüdeke, Göttingen, Hanover, Germany, — a velocipede.

26 December, 1882. — Joseph White, Coventry, England, — a tricycle. Patented in England, 6 February, 1883.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

J. W., Baltimore. — If your paper reaches you, it is not worth while to change label for a trifling error in spelling the name.

W. H. O., Syracuse. — Have seen neither of the previous blanks.

H. & T., Worcester. — We sent to Worcester as directed. Will now try South Worcester.

C. B., Pittsburg. — We have the Keystone Club. Will put the other in the deceased list.

A. E., Cleveland. — Apply to Overman Wheel Co., Hartford, Conn., for Xmas number of *Cyclist*.

J. V., Chicago. — Have sent missing numbers. Can't account for failure.

H. R. B., Hudson, N. Y. — Thank you for kind remembrance. We heartily reciprocate.

B. B. A., Chicago. — Thank you. Will do so.

F. W. M., Ashland, Ohio. — Thanks, and good wishes in response.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain in a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

UNATTACHED:

3296 Wm. C. Scribner,
1108 E. st. N. W., Washington, D. C.
3297 Chester S. Ford,
P. O. Box 793, Quincy, Mass.

Please correct the following as appearing in the WORLD of 29th inst.:

Mount Vernon Bicycle Club, Mount Vernon, N. Y. :
3293 Arnold E. Fauquier.
3230 M. J. Greenebaum.
3234 M. F. Olds.
3235 M. L. Anderson.
3238 Wm. H. Reasom, president.
3283 Geo. A. Wells.
3284 H. S. Jones.
3250 Robt. Center.

One Word to Chief Consuls.

We imagine you asking "Is this the last?" Yes, if every one of you will report as Chief Consul Hazlett has done, that every member of the League in your respective States has paid up, and that your membership is increasing an hundredfold or more, in accordance with the ironclad "New Hampshire Idea." But at present there are so many of you who are unable to say this, that we are called upon to write you in this open manner. When the number is reduced to four or five, as it will be soon, we will write them individually and they must willingly endure this importunity until they come up shoulder to shoulder with you, — their leading brethren.

We consider every chief consul *personally responsible* for the condition of all his members. You have representatives to aid you, and the power of appointing consuls at every important point who should as well assist; if they are incompetent to perform this trust, you alone are at fault in selecting inefficient officers.

Chief Consul Hazlett is very modest in his claims to par excellence, and though we seldom go back on a friend, yet, in this case, we propose to ventilate his whole scheme, and earnestly hope that he will make no reply which might lead to an unpleasant (?) discussion, a principle he especially deprecates in a recent communication to a wheel paper.

Upon receiving from this office a full list of members, with a gentle insinuation of how grand it would be to have all paid up by next succeeding mail, the funds arrived, and New Hampshire exhibited a clean slate. What think you of that, worthy chiefs? We hope and expect many others to do likewise, and every Leaguer in your districts who hears of it and is unwilling to remit is only worthy of expulsion; there are none so small as that. We much doubt if Chief Hazlett loses anything by his speculation.

There are none too "isolated" to engage in this new departure; for instance, the work in our behalf is being pushed in Germany, Cuba, England, California, Belgium, South Carolina, the Canadas, Nebraska, and other equally widely separated regions; and why any intermediate sections should consider themselves isolated we fail to discern. The fact is, they have awakened to the truth that the centre of the League is in the love and

devotion of every true Leaguer — not necessarily in New England — although the writer thinks it is because it happens to be his home and he loves its interests; but ask our genial president and he will immediately tell you that Columbus is the real centre, while our indefatigable corresponding secretary who is so nobly entering into the work, disputes with the president inch by inch in favor of Cleveland, and between them, we look for a "big revival" in Ohio. While their enthusiasm rises to the highest, we hear "Steno" firmly saying, "Gentlemen, you are both in error; Chicago is universally regarded the point toward which the magnet points." And so the play goes on, until we forget all about the Boston and Massachusetts clubs, except to remember individually the splendid good fellows that both enroll within their membership.

A few of you have not as yet applied for your lists, and when you do, please be a little charitable; this office is overflowing with work, else you would have received them without the asking long since, for we are determined you shall have them whether you wish them or not. Please bear in mind the amount of work required in making them out and not destroy them, but add to, and correct them as the circumstances require, so that they may be of use in the future.

Now, gentlemen, do not consider us as too severe with you, neither think for moment that we fail to appreciate what you have done in the past. We remember it and prize it, but can't say "goody goody" all the time; that is the great fault of the League to-day, or was a few days since, but we hope now we are getting out of it. The sharpest criticism fails to exhibit errors other than those of a negative character, and why permit them longer to stand in our way? We love kid gloves, they are well enough in their place, we have been wearing them for three years, only laying them aside to recline in our easy-chair, congratulating ourselves upon what a fine class of fellows we of the League are; none better; genial, kind-hearted, liberal, taffy! taffy!! And while we thus sweetly soliloquize, *hundreds* are falling away from us. Supposing we close this chapter as the first of the League's history, and open number two with a broadside indicative of active aggression. Let us for a time turn pirates, if need be; clear our decks of all incumbrances, raise the black flag adorned with skull and cross-bones, shake out our fleecy sails, and as the beautiful and staunch clipper leans to the wind make war upon every delinquent of whatever nation. Each has received orders to swing to, the cannon's ball has been sent across their bows, and this will serve to destroy the main-sheet, accompanied with a hasty broadside; and if to this they do not yield a prompt surrender, we propose to lay to for another broadside, and you will hear it. Our demands are, pay or resign.

Once more, brothers, and we are through. We do not urge this matter, because we are lacking work. — far otherwise. We already have an abundance, having brought down an avalanche upon us. Writing out these lists for the different States, receiving and acknowledging dues, for, thank good fortune, the dollars are coming in every day; and by other duties connected with this office, aside from regular work, we are at least kept busy from 6.30 A. M. until we are so tired we can work no longer, and as night after night, at a late hour, we leave our labor, we wonder, after all, does anyone appreciate all this? and sensibly conclude they will, when they read the next financial report, which we know will display a better state of affairs than the League has ever shown, with an active paid up membership of at least two thousand. Yours fraternally,

W. V. GILMAN, *Treas.*

NASHUA, N. H., 1 January 1883.

TO THE WHEELMEN OF MASSACHUSETTS. — As secretary of the Massachusetts Division L. A. W., I desire the name, residence, and P. O. address of every wheelman in the State. Will members of the League please include also their League numbers with the above. This will take only a moment's time and the expense of a postal, and in return will benefit the cause of bicycling throughout the State, and make glad the heart of the undersigned. Club secretaries will oblige me very much by their assistance in this matter. An immediate response is requested. Fraternally yours,

F. P. KENDALL, *Sec., Box 889.*

WORCESTER, MASS., 28 December, 1882.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received: —

W. R. Griffiths, 45 Temple Place Boston.
M. G. Penh, 25 East 74th street, N. Y. city.

APPOINTMENTS. — F. W. Blacker, 9 Irving street, consul for Worcester, Mass.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB:

Wednesday, 7 February. Fifth annual dinner.

NEWTON BI. CLUB:

Tuesday, 23 January. Dance at Nickerson Hall, West Newton.

MASSACHUSETTS BI. CLUB:

Saturday, 20 January. Musical and literary entertainment in Horticultural Hall, Boston.

Tuesday, 6 February. Fourth annual meeting and election.

Tuesday, 13 February. Fourth annual dinner.

LANCASTER BI. CLUB. — At the annual meeting of the club, held 28 December, 1882, the following were elected officers for the ensuing year: President, C. B. Longenecker; vice-president, J. E. Snyder; captain, W. Frank Gorrecht; secretary and treasurer, F. A. Achey; bugler, L. A. Mills.

STAR BICYCLE CLUB. — This lively Lynn club gave an exhibition of fancy riding and drill, Christmas evening, in the Grand Army coliseum. The members were in full uniform, and as they rode onto the floor, presented a fine appearance, the hall being brilliant with electric lights. The drill was performed in two divisions under Frank Faulkner and F. S. Winship, and received hearty plaudits. Walter Faulkner, the "fier," gave a good exhibition of fancy riding. The club is in a prosperous condition.

SEC.

THE Ixion Bicycle Club issued New Year invitations to wheelmen everywhere.

THE Massachusetts Bicycle Club is to give a musical and literary entertainment and bicycling exhibition in Horticultural Hall, Boston, the 20th of this month, which promises to be a fine affair.

A LARGE number of members' friends availed themselves of the invitation to the Boston Bicycle Club's New Year's reception. An excellent collation was served continuously, and the various facilities for social enjoyment, pool, cards, literature, etc., made the occasion especially attractive. Congratulatory messages and good wishes were received from the Hamilton (Ont.), Ixion of New York, Buckeye of Columbus (Ohio), and the Manchester (N. H.) Clubs. The Quincy, Roxbury, Massachusetts, Chelsea, Newton and Crescent clubs were represented by good delegations.

LIEUT. GRIFFITHS of the Massachusetts Bicycle Club sailed for England last Saturday, on a business trip.

WE desire to make our wheel club department as complete as possible. If club secretaries, when mailing to members notices of regular and special meetings and other club events, would address one to us, also, it would keep us informed of club doings, and enable us to impart often-asked information respecting them to others, and would materially aid the secretaries themselves. We would also suggest the appointment by each club of a "press correspondent."

Cycling Memos.

I THANK you, brother Day, for crediting me with being a "dispassionate paragrapher," and I assure you that when I wrote the effusion quoted by you last week the condition of the weather was such as to make any one dispassionate.

THE fact is, it was a cold day, snow and ice covered the highways, and I did not hanker after a ride in the chilly blast.

BUT I appreciate the point made and acknowledge the corn, for I have enjoyed in the past many a ride on snow and ice. In fact, one of the best spins I ever took was on the frozen waters of Dorchester Bay.

So, cyclers, put on clothing warm,
Brave the wintry blast and storm;
Cold, unheeded, by Day's advice,
And with him take a spin on ice.

I will, by the fire's bright light,
Sit up nights my memos. to write;
Leaving to you the fun and spice
Of joining Day on snow and ice.

I know Mr. Day will quite agree,
To do as one pleases we should be free
To ride on ice and snow, if we like,
Or with vasoline coat our bike.

I felt, last Sunday, as if my advice had been premature, when I saw a dozen or more of my friends, who, returning from a brisk spin, were full of praises of winter riding.

BUT to leave this frigid subject for one more interesting to me. The League consul for Boston has become a convert to the broad tread machine, and has just purchased a Coventry Convertible (sociable).

THIS machine is what is called a "single double driver," that is, each rider drives his own wheel, there being no balance or differential gear. This is generally regarded as a fault, but on this machine the tendency to swerve is counterbalanced by the double or fore and aft steering.

THE editor of the WORLD writes to me personally: "I ride this machine and have tested the point taken, and can assure you that it is impossible for the most powerful pedaller to swerve the machine against the steering, even if the other rider ceases propelling."

WITH most double trikes of this class, if one of the riders is stronger or heavier than the other, he can "slog" it when the going is hard.

NOW that such a practical wheelman as Mr. Everett has bought a tri., we may look for some valuable hints and comparisons.

LONDON W.

CORRENTE CALAMO

THE bicycling clergyman is a sort of "circuit rider." Where's Eggleston?

GUESS how many will "stick" to their good resolutions this New Year longer than three weeks.

J. PARK STREET has been triking about the frozen roads of the suburbs during Christmas week, and tried the ice of Jamaica Pond with immense success.

THE roads around Boston and vicinity Sunday were "just splendid," and 'cycle rides were "lovely."

WE tricycled about Chelsea, Everett, Malden, and Medford last Sunday, and met many wheelmen during our ride.

WE regret to announce that Mr. S. S. McClure of the Boston Ramblers and editor of the *Wheelman*, is lying seriously ill with typhoid fever at the Boston City Hospital.

THE troubles between the tricycling seceders and the Union tricyclers seem as far from settlement as ever, none of the meetings of either faction (?) having been harmonious thus far.

"FAED'S" article in the BICYCLING WORLD of 22 December has awakened great interest in the tricycle among American bicyclers, and it will doubtless decide many to order machines next season.

FATHER TIME experienced some annoyance from the New York "penal code," according to *Puck*, who represents him "going out" on a bicycle, with the police in full cry after him, because it's Sunday.

WE understand that Charles H. Jenkins, the Louisville flier, wants to compare his powers with those of Prince in some of the Western cities; so we are likely to have another fast rider added to the professional ranks.

REFERRING to the one-hundred-and-twenty-four-mile-ride-in-twenty-four-hours of the Tremont Bicycle Club, the participants claim that it was an officially called club run, the first lieutenant having ordered it, the captain being away.

BOTH Frye and Prince indignantly repudiate the insinuations of our correspondent, "Pro Bono Publico," that they "sold" their recent race, and their communications on the subject, which we publish this week, will be read with interest.

THE specimens of the Harrington enamel we have at this office are attracting much attention from riders, a number having during the past week signified their intentions to have machines finished with it.

WITH the beginning of the New Year let all our readers who are not subscribers, *resolve* (and unanimously carry it), That we will make the editor and ourselves happy by at once subscribing for the BICYCLING WORLD for one year from 4 January, 1883.

CAPT. E. H. CORSON of the Star Wheel Club, Rochester, N. H., writes us that he makes frequent runs over the snowy roads of his section, and that he finds the sleigh-ruts better going than the roads in summer. He gave his club and their lady friends an oyster supper last evening.

CAPT. WHITING, PRESIDENT GILMAN, and many other members of the Chelsea Bicycle Club devoted New Year's evening to "calls" on their lady friends, and from four o'clock until past midnight that

wide-awake city was livelier than ever with rapidly moving carriages and brilliantly-lighted mansions.

THE New York bicyclers telegraphed to the Boston Bicycle Clubs Sunday night, that they were riding the Old Year out and the New Year in, and were with the Boston riders "in spirit and in saddle." A large and spiritually responsive attendance was at the Boston clubhouse to receive this fraternal greeting.

THE Olympian Club, at the Mechanics' building, continues its activity in skating and light athletics, having, besides the rollers, either fancy bicycle riding or drill nearly every night. Harry Tufts gave an exhibition last week, and Wilmot again last Monday evening. The Boston Ramblers gave an exhibition drill Tuesday evening.

A DEALER in or agent for kerosene stoves has been exhibiting its utility and cheapness by riding on a "sociable" tricycle with one about the streets of Paris, stopping from time to time to experiment in the presence of a quickly assembling crowd, after which he distributes his advertising circulars, and then moves on to another locality.

LEWIS T. Frye has issued a challenge to John S. Prince to race him ten miles for the professional championship of America, and a purse \$600, and expresses a desire to have the event occur the twentieth of the month at the Institute Fair Building, Boston. Frye has left a deposit with his challenge, and Prince will not be slow to cover it and respond.

THE management of the Institute Fair building has put in a hot-air blower, and with a forty-horse power engine hope to make the vast area tolerably comfortable for future attendance at the races. Instead of electric lights, gas will be used hereafter, three hundred burners having been placed, and it is expected that these will give additional warmth. A grand tournament is talked of, to be held about 1 February, under the auspices of a prominent bicycle club.

THE bicycling editor of the South Boston *Inquirer*, while modestly acknowledging his inferiority to his competitors in the proposed contest for the five-mile championship of the Bay State Wheel Club, has courageously resolved to go in and lose. Now "Meteor," let us advise you. Do as the experts do; just "hang on to the leader's hind wheel" until the last lap, and then, watching your chance, come in triumphantly the winner, after a close, but exciting struggle. Then "Shorty" will reduce his dimensions, the "Parson" will swear, and "Be Quiet" will roar with rage.

MR. S. T. CLARK of Baltimore, will leave New York for England, per steamship "Britannic," 8 January. His purpose in going is to complete the specifications of what will be the most perfect light roadster ever imported into the United States, and to have dies for drop forgings made, in order to put the Renny-

son patent safety "detachable handle bar" before the public, so that riders may have the advantage of this valuable appliance when they wish it. He will also attend the Stanley and other exhibitions of bicycles and accessories, and secure the latest approved novelties for his firm's trade.

ONE of our prominent club men informs us that he was put to great inconvenience and trouble, one day last week, by the arbitrary conduct of Mr. Raymond, president of the Olympian Club, who claimed to be running the place to suit himself. However, Mr. E. Leland, the genial treasurer and financial head of the firm, settled the difficulty satisfactorily, acting on the principle that the club was intended to be run, as far as possible, to please the public. We have heard similar complaints of this phase of the Olympian management, and sincerely trust the phenomenal success of this excellent institution will not be allowed to lapse by a too frequent repetition of these unnecessary unpleasantnesses.

MESSRS. Corey, Burnham, Aubin, Clapp, and Stall, of the Massachusetts, Newton, and Boston Clubs, ran to Natick, Sunday morning, and after a dinner at the Wilson Hotel, went over to Cohituate, and called on Mr. Elmer C. Bent, who entertained the party in a royal way, including another dinner, to which good justice was done. Music and conversation whiled away an hour, and finally the "happy five" sped away for home. Coming through Weston the frozen Charles proved too much of a temptation, and a portion took a(nice) spin as far as Riverside. Returning, the "veteran" received a severe side fall, which wound up that portion of the ceremony. Getting under way again, two of the racing men had a spurt, covering about five miles of frozen ground in very quick time. The party finally separated after a very pleasant ride of about twenty-five miles, which will be especially remembered as a New Year's party, 1882-'83.

BOOKS AND PAGES

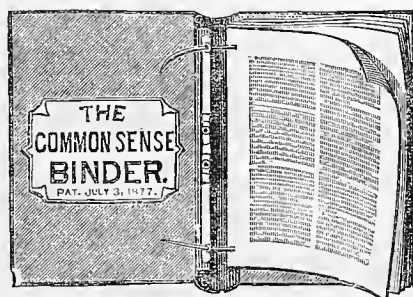
THE 'CYCLIST XMAS NUMBER. — This interesting annual is received, and is fully equal to its predecessors in variety and excellence of contents. As usual, its well-filled pages embrace tales, verses, songs, romances and sketches in abundance. Among these as being especially good may be mentioned "The Phantom Cyclist," "Hetty," "A Romance of Ripley," "A Fragment," "Ixion; or all's Wheel that Ends Wheel," "The Royal Road to Parnassus" by "Faed," and "A Cycling Love Song." A large number of sketchy illustrations, not equal in execution to those of the *Art Journal*,

but often as funny and original in design, accompany the text, and in addition are two supplementary cartoon pictures, one a reproduction of "The Progress of Steam," and the other, a well-drawn and amusing picture entitled "How much more of it?" Iliffe & Son, Coventry, England, and Overman Wheel Company, Hartford, Conn.

ST. NICHOLAS for January is another charming number of this fine juvenile, and is inferior to the Christmas holiday issue only in size. The embellishments are splendid as usual, the most noticeable being the frontispiece, "His Lordship's Bedtime," the portrait of Elizabeth Thompson Butler, and the "Meeting of the Kings in the Golden Valley," illustrating the fascinating serial "The Story of the Field of the Cloth of Gold." The latter picture is quite a study in its way, and engages the attention again and again in turning over the pages of the magazine. The complete stories and the poems are all exceptionally good and generally appropriate to the holidays, and Frank Stockton's "Story of Viteau" and Trowbridge's "Tinkam Brothers" are continued. The regular departments are filled with unusually good and instructive things.

OUR LITTLE ONES for January is especially attractive in the number and excellence of its pictures, nearly all of them deserving separate notice, and seeming as if they were drawn first, and then the stories and verses were made to suit them. The more noticeable ones are the frontispiece, "Around the Christmas Tree," "Santa Claus's Letter," "The Good Little Chinese," "Santa Claus at the South," "The New Baby," "From the Christmas Tree," "Feather Pictures," "The New Year," and "Six Years Old." Russell Publishing Company, Boston.

THE CENTURY. — Probably to Hawthorne's admirers the most interesting article in the January *Century*, will be "A Look into Hawthorne's Workshop," contributed by Julian Hawthorne. This paper comprises notes by the elder Hawthorne himself, outlining the new posthumous romance of the distinguished novelist, and indicating the author's methods of literary work. Frank R. Stockton contributes another of his amusing "Rudder Grange" sketches, taking his characters to England this time. Other papers in the number are: A humorous sketch, "The Trip of the Mark Twain;" "The Debt of Science to Darwin," by Prof. Wallace; a readable paper on Dean Stanley; Hydraulic Mining in California; and "Farming for Teachers," two practically interesting articles. John Burroughs' natural history study, "A Moie, a Lamprey, and a Fairy," and Mrs. Burnett's and Mrs. Foote's serials are continued, and increase in interest. Among the usual splendid illustrations, the finest and strongest is the frontispiece portrait of Darwin, which is grand in execution as well as design.



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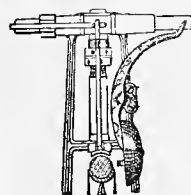
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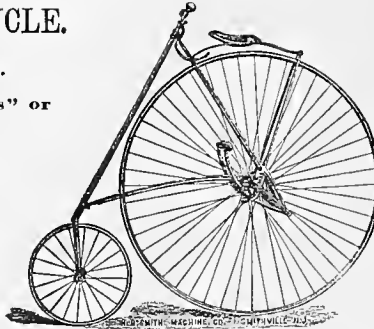
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☞ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

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E. C. Hodges & Co., Proprietors

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OF THE

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To be issued in

JANUARY, 1883.

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The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue.

Rights of Bicycles, as shown by the decision of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.

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Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PENBERTON SQUARE, BOSTON, MASS.

BOSTON, 12 JANUARY, 1883.

RACING RULES AND AMATEURS.

FROM a conversation recently held with a wheelman from a Western State, we learn there is still some misunderstanding among our racing bicyclers of the League racing rules in respect to the forfeiture of amateurship. The first rule contains the following clause: "Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have not* received the written sanction and indorsement of the League racing committee, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the board of officers

* This word "not" appears in our copy of the rules, but as it reverses the meaning of the clause, it is evidently an error.

of the League." The meaning of this would seem to be plain enough; that is, those amateurs competing in races not instituted or conducted in accordance with the conditions of the rule would not forfeit their amateur status, but would simply forfeit the right to compete in "future League races." By "League races" we understand is meant those races held directly under the management of the League racing committee; as those held at the fall race meeting and the spring championships, under the joint auspices of the League and the National Athletic Association. They forfeit neither their amateurship nor their League membership, nor is any member of the League debarred from competing in races with them by these competitions in irregular amateur events, provided in such events the requirements of the amateur definition, as given in Rule 25 of the L. A. W., are entirely met. In Racing Rule 14, League members are forbidden to compete for State or other bicycle championships in "trotting, athletic, or other non-League organizations," but it does not debar them from competing at these assemblages in other than championship contests, provided the amateur rule is otherwise complied with.

We recognize the fact that our sport is not sufficiently advanced in this country to afford such frequent opportunities for racing as many desire, and while we deem it is necessary, even in its comparatively embryotic condition, to impose certain restrictions, in order to preserve its *morale*, we regret that any should be withheld from entering proper or legitimate amateur contests through fear of compromising their amateurship; only, we warn them that if they are likely ever to wish to compete in the regular League races, it will be necessary to adhere strictly to the letter of the L. A. W. racing rules.

NOT SO.

WE are much surprised that a wheel journal so usually careful and well informed, even in American affairs, as the *Cyclist*, should speak of Lewis T. Frye in reference to his recent race with Prince, as "F. R. Fry." We can imagine the contemptuous smile with which our contemporary would greet any mention in these pages of a race between C. R. Keen and John Garrard, the famous English amateur champions, or an ac-

count of George Lacy Cortis's great Facile ride from Land's End to John-o'-Groat's, or a record of Ion Keith-Hillier's twenty miles within the hour; and certainly we should smile with consternation, and get another proof-reader. However, the error quoted above may have been the fault of the *Cyclist's* compositor and proof-reader, entirely, and so we will overlook it; but when, in his "Notes of the Week," the editor goes on to say, in reference to one of those newspaper rumors, that Prince is going to take "young Hendee, who beat Moore's mile record directly he left, over to this country to compete against some of our cracks," that "we would remind both Mr. Hendee and our own cracks that the recent action of the League in admitting teachers to amateur status will preclude the possibility of their meeting unless Mr. Hendee resigns membership in the League." Now, we should like to have the editor of the *Cyclist* explain wherein Mr. Hendee's connection with the League invalidates his amateur status, or prevents any member of the Bicycle Union competing with him under any rule of the latter association. Does the editor of the *Cyclist*, who is the English representative of the League, consider himself a professional because of such association? We are inclined to think that if Mr. Hendee should go to England with proper credentials of his amateurship in one hand, and his certificate of membership in the L. A. W. in the other, the rules of the Union would need some radical alteration to justly bar him from competition with any of its members. Before leaving this subject we will add that neither Hendee nor any other rider here has yet beaten Moore's mile record, although it is claimed for Mr. H. and several others here, that in private practice the time has been lowered. Hendee's record, however, is within a quarter of a second of Moore's.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Sidewalk Riding.

Editor *Bicycling World*: — I was much interested in your recent extract from the *New York Home Journal*. An instance somewhat similar to that related by the *Journal*, occurred here a short time ago. When winter set in and the roads

became unridable, the wheelmen hereabouts, with one or two exceptions, put their wheels away in some snug corner to await the advent of spring with its attendant smooth roads. But the aforesaid exceptions kept right on riding, and were to be seen at all times riding upon that portion of the streets usually reserved for pedestrians. Now, one of these was a collector for a leading banking house, which, from the nature of it, would necessitate his being upon the streets very much of the time during business hours, and no one ever remembers to have seen him when he was not mounted upon his bike.

Except when the weather was too cold to admit of the doors being left open, this enterprising collector would steer right into a business house, and dismount only when he had reached the cashier's desk. The sidewalks were generally pretty well filled, and many timid people were frightened almost out of their wits, but no one ever complained. At last a member of the city council had his virtuous indignation aroused, probably because he himself had had occasion to get out of the way once or twice, and introduced an ordinance into that body to prohibit the riding of bicycles on the sidewalks. There was not manifested the least opposition to the ordinance from any source whatever, even the bicyclers themselves favoring it. Four weeks after its introduction it came up for final disposition. There were seven Solons out of twelve present (a bare quorum), and when the votes were counted it was found that two members had voted against it, and it was thereby lost. This was a surprise all around. The bicyclers, who had before thought that what interfered with the rights of others was wrong, and that what was wrong was unlawful, have seemingly changed their minds, and now ride the sidewalks whenever it suits their fancy. But then, is it best to do what will injure us ultimately by creating a prejudice against the wheel, simply because it has not been ordained that we shall not? This was the first attempt to prohibit us from doing anything we pleased, and it would probably not have been made if we had not abused the privileges we had. So long as we are charitable, so long will the law be charitable; but when we cease to keep within proper bounds, our privileges will be curtailed to an unreasonable degree. Now, as regards sidewalk riding, it is often very convenient to take the sidewalk for a short distance, and it can be done most always without interfering in the least with the rights of pedestrians; but where such a practice is kept up constantly, and in crowded streets, it is very apt to meet with a reception finally that will prevent our using the sidewalks at all. COUNT.

Xenia, Ohio, 1 January, 1883.

Will. R. Pitman, Attention!

Editor Bicycling World:—Permit me to address your correspondent, Mr. Pit-

man, as follows: Dear Sir,—I read with much interest your remarks on proper sizes of wheels, in 15 December *WORLD*, and I was led to a series of inquiries, which I will propound, and will be thankful for your experience and opinion.

What is the source of injury, outside of inconvenience and discomfort, in riding a wheel too large? You spoke of the unfortunate experiences of several riders from riding oversizes, and especially of one who was forbidden the use of his wheel for six months by the doctor. Is it in straining the muscles of the legs, or in throwing the body in too much of an upright, forward position on the saddle, causing the neck and central portion to irritate the unprotected parts? Would it not remove the cause of injury to those who ride the largest possible size of wheel if they use a saddle which would relieve this unprotected portion of the anatomy from any contact whatever? I take it that this is why you recommend the use of the long distance saddle. I have not seen it, but judge from Sturmeys that it is not without the objectionable neck. Would it not be desirable for all classes of riders to have a saddle that could be raised or lowered to suit different classes of riding, as well as to make of their mount a perfect fit? I think there is yet needed much improvement in saddles and springs to make 'cycling what it may be, and I can promise the spring trade a saddle that will be a few steps ahead in the directions mentioned.

Bicycling in Iowa has been at a standstill, if not on the decline, for the past year or more. I think it is due almost entirely to the nearly continuous rainy weather. The elements seem settled now for a time, and we have fine sleighing, and rare road-beds for wheeling. There are a few nominal clubs in the State, but probably none at all active. The larger cities have about half a dozen wheels each, used mostly for business. There has been some pioneer work done in the State, and the practical utility of the wheel is known everywhere. Capital and business push, as in other lines of manufacture, would reap a rich harvest. Why is there none? Is it on account of monopoly? F. LILLIBRIDGE.

Cedar Rapids, Ia., 1 January, 1883.

Marblehead Miscellanea

I WAS amused the other day to learn that the Atlantics of Salem were much troubled over the imaginary appropriation of their name by the Marblehead Club. Wherever did they get that idea? The Marbleheaders have *not* changed their club name, nor do they contemplate doing so, to my certain knowledge. When they get tired of the old name they will no doubt select something a trifle more distinctive than one already in use by another club. So set your minds at ease, Atlantics.

The Hawthornes of Salem entertained the Marblehead Club the other evening at their pleasant rooms on Essex street.

A fine programme of vocal and instrumental music, athletic feats, and legermain was arranged and well presented. The evening's entertainment ended with a supper, and at a late hour the guests took their departure, having passed a very pleasant evening. Owing to the roads being ploughed up into ruts, the boys chose the wheels of a coach for their conveyance instead of their favorite rubber-tired wheels.

I went to the Lynn Coliseum a few weeks ago to see Walter Faulkner of the Star Club do some fancy riding. He gave an exhibition of about a dozen ordinary tricks, including guiding a machine with each hand while he rode another, and bringing all three to a standstill. His tricks were very well done, with the exception of his attempt to ride on one wheel, which was not accomplished for more than a few feet at a time.

I was glad to see in a recent issue of the *WORLD* that the Rev. S. H. Day has joined the ranks of those who can appreciate the zest of winter riding. Why should the wheel cease its turning when the balmy zephyrs are no longer wafted from the south lands? In these enlightened days of 'cycling it should be more generally known that the wheel has *all* seasons for its own. Therefore, arise, sluggard; array thyself in mittens and leggings, and pedal forth into the bright, snapping air.

The reverend gentleman is correct when he says that "the pleasure of bicycle riding is not altogether in its speed," and I wish I could make some riders I know of understand it. I have seen wheelmen who seemed to think that the only enjoyment there was in riding was to tear along the highway at a break-neck speed, as if they were obliged to cover a certain number of miles in a given time. What opportunities for observation must such riders find! Racing is well enough in its place, but we want none of it in road-riding.

The New York *Home Journal* is working itself into a perfect frenzy because a half-dozen boys in the sleepy little town of Stockbridge persist in riding on the sidewalk "running over baby carriages," "upsetting old people," and committing sundry other equally as grievous misdemeanors. I wonder how many baby carriages the boys really have run over, or how many old people have been upset. Bicyclers, as a rule, are careful to avoid a collision, for they are almost sure to come off the worse in such an event. Sidewalk riding is to be deprecated, but there are times when one cannot "keep in the middle of the road." But see the consistency of the *Home Journal* man. He would allow those little nuisances "impelled by children," to run wild on the sidewalks, making pedestrians take to the street for their lives, but would exclude regular bicycles which would deftly turn to one side and give ample room to those walking.

Treasurer Gilman is stirring up the chief consuls rather lively. That's right,

Brother G. Don't let up on them until the League is at least where it formerly was. But if all the chief consuls only labored as untiringly for the interests of the League as do Messrs. Pratt and Hazlett, the L. A. W. would soon double its membership. Our genial treasurer is doing a good work, and I hope his late pronouncements will have the desired effect.

I trust, Mr. Editor, you will be able to decipher the "uncertain characters" of this MS. If you are unsuccessful, "Geesee" will be under the necessity of getting a type-writer or an amanuensis before inflicting you again.

GEESSEE.

MARBLEHEAD, MASS., 8 January, 1883.

New York Letter.

Under the Northern sky
Where the great cities lie,
With hills and forests nigh,
Rode the Ixion.

Swift on the roads they passed,
Ne'er in the lists the last,
On to the front so fast
Rode the Ixion.

Tell of what glory then,
Tribute of tongue and pen,
Honor vouchsafed of men,
Fell to Ixion!

On through the welcome shade,
Felt in the woodland glade,
By man and Nature made,
Forward, Ixion!

Through summer's fragrant air,
Breathing of roses rare,
Free from the thought of care,
Gallant Ixion!

Rustling o'er autumn's leaves,
Where the gray lichen c'eaves,
And through the dried grass sheaves,
Rushes Ixion.

Glinting o'er winter's snow,
Crushing the ice below,
Like to the northern glow,
Gleams the Ixion.

Onward like centaurs ride!
Ours is the world, and wide,
While we are side by side,
Dear old Ixion.

Sharp and clear on the air of the wintry night rang out the melody as on they flew. Sanford was leading the song, and as the refrain came the echoes rang in the leaves and shadows of the silent park that stretched beside us with its reaching vistas; the few late pedestrians stopped, and gazed in utter astonishment as, for a moment outlined, we came like ghosts of the fleeting year across their vision; another moment, and we were far away, and were to them each but a memory and a disturbed dream of the night. Fast we flew, but the minutes flew faster, and the new year was almost in sight. We paused for a moment by the glimmer of a lamp while Peoli studied his chronometer, and response came "Three minutes of twelve." On again; a few quick pedals, and again, — one minute of twelve. We started once more, but had hardly got under way when the city woke, and on the blasts of whistles that rose from the far and near, with ringing of bells and the muttered thunder of the horns, the new year woke to life, and each man of us put whistle to lips and threw his soul into

his breath, while over all rose clear and resonant the sounding brass of the bugle, until we wondered if Charlemagne heard it sitting on his throne. Up went the windows, while horns on every side gave sympathetic notes that gradually grew indistinct as at a rapid gait we dropped them to the rear. We are speeding now along smooth 72d street, making toward the park, and all along the eastern horizon stretches a dense mass of black clouds, with an even border, parallel with the horizon, while overhead the stars are shining in a clear field of blue. Suddenly we see a silvery light come stealing up over the black curtain; the light grows brighter, and with a mighty bound, seeming to clear at once the well-defined dividing line, the moon, in all the argent glory of her season, shakes off the clinging shadow of dense cloud, and sails into the azure of the heavens, a very queen of the night, and harbinger of 1883. "Look, boys!" cries Egan, "See the new year rising!" And then a shout goes up,—"Hurrah! Goodbye to '82, and welcome '83." Then we rode back again. First, however, we gave Consul Bourne a call. We stood in front of his house, and blew and tooted for ten good minutes, and succeeded in waking the neighborhood, but not Bourne, and finally woke to the idea that he might not be in; so Egan arched his stately back beneath the light of a lamp, while Sanford, honorary secretary for the occasion, indited an effusion which for the nonce was called a new year's greeting. The last name was signed, the card finally tucked under the door, and we folded our tents like the Arabs, gave a last toot, and under a shower of boot-jacks and complimentary cuss-words commenced to move, when, to our surprise, the consul (and consules) hove in sight. Nothing must do, of course, but we must enter the consulate, and tap the consular cider. No sooner said than done, for of course that was just what we wanted. The cider-barrel whistled (for explanation, see Bourne), the potatoes were long and deep, by all except Egan and Bourne, and I saw with astonishment their unwonted abstemiousness (from cider) until by chance I happened to see a little glass two-inch by three, that hung by a little case in which was a little bottle; then conclusions grew apace, and were finally verified by the rather incoherent adieus which Bourne and Egan indulged in when we took our departure, which we did a few minutes later, making room for a fresh deputation that just then came up, and were duly saluted in going by a small cannon one of them carried in his pocket, and which stirred the neighborhood afresh. We got back all right, hung a weight and glass of cider on one of the claws of the Owl, whom we found on his perch frozen stiff, and after a parting hurrah for the first successful run of 1883, left for our little beds.

The riding as far back as Christmas Day has been fine, and compares favorably

with the same time last winter. We have, for the last three or four weeks, had little or no snow, and what has fallen has only tended, after a night's freeze, to make the roads smoother; the consequence has been that the riders have been frequent and numerous. The Ixions and the Citizens ride all the time, the Ixions being the most constant on the road; but in addition to these two clubs, the Lennox and the New York have been influenced to such a great degree by the fine weather and roads that they have had the temerity to let one representative apiece venture out during the interval between the two holidays; their unusual presence was as much of a surprise as a joy to us.

Christmas Day was fine. The Citizens succeeded in getting the American Institute for the day, and we mustered some thirty or forty men, with Pres. Howard and Lieut. Borden of the Capital, and Capt. Miller of the Pennsylvania for visitors. We had a merry and lively scramble all the morning, interspersed with some fancy riding, and the usual accident contribution from Dr. Beckwith, — this time a buckled wheel, — and we managed with the help of two or three outsiders and spectators whom we called to our assistance to get men enough together to man it, and straighten it for him. The programme for the day there ended with a scrub five-mile race, in which the following well-known and widely celebrated contestants entered. (Tom and Jerry) Thompson, (Second place) Pitman (Treadwater) Harris, (Stovepipe) Sanford, and (Love Letter) Howard. The first three miles were made at a rattling gait, all the men keeping close company; then "Alphabetical," remarking that he felt sea sick, glided gently down and out, and retired to a secluded corner, and relieved his poor overburdened stomach. Sanford next retired, saying that as there was a nut out of his right-hand fork, he thought he would stop before he lost the fork entirely. Tommy and Howard then surged ahead of Harris two laps, and had it nip and tuck for about a mile, when the pace told on Howard, and he took water and his seat, while Tommy, thinking he had done enough for glory, followed his example, and endeavored to recover some breath of which he stood in considerable need, leaving poor little "Treadwater," gold machine, feet and all, to win the race; the feet which had of old so faithfully borne him over land and water, and crushed his enemies, did not desert him now in his hour of need, but stood him in good stead to the end, which he reached amongst ringing cheers, and won his first race with the aplomb of a veteran racer. The time was about nineteen minutes, but the way in which Harris did up his last lap so convulsed the judges with laughter that the time, as given by them, is scarcely reliable. The meeting then adjourned for the road, and the rest of the day we were scattered everywhere.

New Year's Day was a repetition of Christmas as far as the weather was concerned, and while there was considerable riding done, the majority of the day was devoted to calling. The seige at the Ixion's spread commenced about one o'clock, and was kept up by a continuous crowd without any intermission until twelve o'clock, midnight. It was a success in every sense of the word, and congratulations were a drug on the market, several coming from out of town, the principal ones being from the Buckeyes of Columbus, and Dr. Coleman of Canandaigua. The Kings County Wheelmen, although so near at hand, did not show up at all, which was to be regretted, as the Ixions would doubtless have been delighted to have returned, in some degree at least, the hospitality shown them at the ball.

Things are keeping up pretty lively, but the snow which fell yesterday will, unless it freezes, probably stop riding for a day or two. The Ixions have their regular meeting to-morrow night and the Citizens the night after. The Bicycle Touring Club also called to a meeting on Tuesday night, by Consul Bourne, to be held at his house; business, nomination of city consul. It is beginning to leak out that the Ixions are joining the Bicycle Touring Club in a body. The gossip of the past two weeks has not been very brisk. Dr. Beckwith is still looking for his Expert, and Pitman for his bronze medals. Oliver still denies that he is the 'Owl, and so does Egan. Tu whit! Tu who! Misfit Newman is looking for the 'Owl with a shotgun. I don't think you'll find him, Willie! Harris says he did not break that watch with his feet. Fullerton is *not* going in the six days' race, which is to come off 1 February, and which the *Tribune* calls a "contest of fools on wheels." "Love Letter" Howard, however, says that *he* is, but I don't believe it. Stern's system has ceased to work, and Carter in consequence turns off the gas at ten o'clock. Harry Jones, who has become a bicyclist, says that he took "Love Letter" Howard home from Ixion's reception New Year's night, but Howard denies it most emphatically. Book says that the Ixions' reception was "regular." Everyone is trying to find out why Sanford stayed until four o'clock in the morning in paying his last call, and I am trying to get at the true inwardness of Pitman's 55th street racket, and to discover why Bourne has a whistle on the vent of his cider-barrel. If we didn't see one of Charlie Howard's pictures once in a while we would have serious doubts as to his being still in the land of the living. If he don't look out, Wheeler will steal some of his laurels.

I would whisper finally that the nominations of Dr. Beckwith for the State consulship of the League, and Pt. Egan for the city consulship of the Bicycle Touring Club, seems to be approved of by every one here. CHIC.

NEW YORK, 9 January, 1883.

Classes vs. Handicapping.

Editor Bicycling World:—H. E. D. and myself are in accord on at least one point, and that is the adoption of some system to secure fairer and more evenly matched contests, and we differ merely in regard to the best method. I am not prepared to express myself as opposed to classes, I merely doubt their expediency. As I understand class racing, men are to be placed in the class most nearly suited to their speed, and are not permitted to choose that class which they fancy, or at all events enter a class slower than their record. My argument that so few men being able to make a mile in three minutes or less would cause a race of the three-minute class to be a fizzle unless all of that speed entered still holds good. For a three-twenty man would not enter the three-minute class, no matter what the value of the prize, as he would be competing where there was no chance of winning, and I should suppose, having once declared himself a three-minute man he would be barred from entering a slower class. Now, to take an example, suppose a race meeting advertises races for various classes, and among them the three-minute class. Unless more than two entered there could be no race, and as we very well know it has not occurred more than once or twice that two three-minute men are entered at once. Such being the case, promoters of race meetings would soon see that it was useless to advertise a race for such a class, and would discontinue to do so, and then such men as Hendee and Ahl would have no chance to race. The idea of class racing is all right, but I doubt its practicability at present. The ordinary system of handicapping is perfectly fair, and has been unsatisfactory in this country only from lack of well-kept records, and any one whose official duty it is to frame the handicaps and keep himself posted as to what every racing man can do.

I am open to conviction in this matter, and hope H. E. D. will be able to practically demonstrate his plan to the satisfaction of the racing board.

LONDON W.

Prince vs. Frye.

Editor Bicycling World:—Prince and Frye did well in answering "Pro Bono Publico" as they did in your issue of 5 January; but it seems as though, to put it mildly, they do not answer a fool according to his folly, and I agree with Mr. Frye that he certainly ought to be ashamed of his own signature. Through the kindness of the BICYCLING WORLD "Pro Bono Publico" was allowed to find fault and perpetuate a gross libel on two of the best men we have in the bicycling arena of this country. He ought to be employed on some sensational paper, where nothing but vivid imaginations have full sway. For a man may *think* a race sold, but before he says so and rushes into print he had better find out for certain; then, when he has the

proof, let him say it, not under a *nom de plume*, but be manly and honest, come out fairly and squarely, and sign his name in full. Then let the criticisms follow, and having made an honest statement he can stand any amount of abuse that might follow, and the public would certainly appreciate his efforts to purify the race path from any irregularities. Then, as Prince says, this professional amateur certainly cannot be a friend of bicycling. For almost any statement a man might make will readily find some followers and believers and so discourage some from becoming bicyclists that otherwise would. But the probable cause of his bad feelings might lay in the fact that having lost a few dollars on the race, *it must be sold*. There is always a class of men at every race, who, when they lose a few dollars, take it as a matter of fact that the race was sold,—as if it was impossible for these perfect beings to be on the wrong side of any race; for the fault must be somewhere else when they lose a dollar or two, and then they make a business of crying down the race as the only consolation left. Now, while I do not feel like imposing on the good nature of the BICYCLING WORLD by taking up too much space it seems to me as though we bicyclists ought to refute the bad insinuations thrown out under a disguise. I, for one, am willing to stand by what I say, and am only too glad to have the chance to add my mite to the good names of John S. Prince and Lewis T. Frye.

HENRY E. DUCKER.

SPRINGFIELD, MASE., 6 January, 1883.

To Town.

OIL up!

Half past six, and a frosty morning.

7.30 A. M. must find me at my office in town, four miles away,—and a way that is devious as the steering of a tyro.

Light up! and the moonfaced King of the Road swings from the brake-rod underneath.

Unbolt the door, and soften its reluctant creak! The family are still asleep, and 'tis evil work awakening upon a nipping morning, an hour too soon. Steady, down the steps! That tramway of loose boards *might* slip, and the whaleman's cry *might* be appropriate,—“There goes flukes!”

Now then, around the terrace softly, down the long board-walk, another flight of steps, and a gate at the foot. There! and a sleepy, half frozen carter opens his eyes with a jerk as I roll silently by his swaying load of beer-barrels, that totter to and fro as though still full of the disturbing element.

Ah, here is a hill, as the slacking speed gives warning. The sway of the lamp sends a flash of white light over the upward slope, and the hands instinctively grasp the handles. Hitherto they steered by the fingers of the right hand alone. Now then for a rush and hullo! Why, here is the crown before I was ready, and the hill was climbed in the dark unknowingly! Never mind, keep a grim grasp

on the handles, for there is a coast ahead, and the steering must be close to avoid swinging. The pedals still turn with the wheels, — the clutch needs cleaning; but a backward kick frees it, and away we go with a muffled whirr, and the tinkle of the cyclometer grows more distinct. The road seems smooth as oil along the wheel-tracks, and now an indistinct hum of rhythmic melody arises from the wires, like the booming of a telegraph cable in a gale. A black, unshapen mass looms up ahead with startling swiftness, with the lazy clank — clank — cre-e-a-k of another beer-wagon, huge, brown as an etching, and squarely in the way. Down brakes! Cautiously, for there is a man around somewhere, and it will not do to run into him, to say nothing of a possible header from a too hasty check; but the coast is spoiled, and a wheelman bestows a hearty anathema on liquor in general, and that vehicle of it in particular.

Up grade again, and now we strike a car-track, and see through the blue haze of twilight twinkling lights in a long, converging colonnade, and smaller ones of red, and divers curious colors lower down. The roar of a street of traffic in distance faint, the cries of teamsters, and a fiendish section of "corduroy" betokens a high state of civil (service-reform-needed) -ization. Cypher, "if you have tears, prepare to shed them now!" If you have curses, level them at the man "who first invented and then went round advising the use of narrow, shallow tires, whose scant and lean rubberness is worn with toil, and dwarfed through niggardness from birth; and if you have any left, donate them to the paving committee, — they need them all.

But a car-track now is useful, settling the left wheel into the groove, and the other on the rut of heavy drays. Steer small, and fly! One side is shaken well, but the other glides, by comparison, on polished ice.

Confusion! A lumber wagon! Dodge it you must. With difficulty the wheel climbs out of the groove, the irreverent small boy, who has just got his eyes open, yells in delight, "Oh, see the monkey on the whirligig!" and you narrowly escape running down the lamplighter, who was crossing the street ahead of the heavy team.

Ah, well, the roadway here is better; so the three wheels rumble along over the ruts quite comfortably, with now and then a streak of real paving. They go slower, as the throng increases along the sidewalks on the daily pilgrimage city-ward; and the crossing must be watched with care.

A wheel through West Chester Park, a few brief minutes of supreme delight along Columbus Avenue, and the tower clock of the Providence Depot looms aloft, the hands pointing reproachfully at five minutes past seven. Where on earth did the time go to? It must have been the drays or the beer-wagon, or both, that so delayed me! And with complacency newly gilt, a cyclist wheels

slowly stableward, administers to the comfort of the Pegasus that bore him thither, grabs his overcoat from its loop behind the seat, and taketh up the battle of life again, with muscles firm, and eyes of hopefulness, and a blow at the heart of Giant Despair.

J. PARK STREET.

A Brief Account of the Various John O'Groat's Trips.

Compiled by F. HOWARD WARNER, C. C., B. T. C., etc., etc., for the *Bicycling News*.

IT was originally my intention to have given particulars of the rides from "End to End of our Island" only, but as it has been suggested to me that it would be more interesting if I included in this account the journeys that have been made from London to John O'Groat's as well, I do so with pleasure.

(No. 1.) The first account of any cyclist having ever ridden to the "Northernmost point of Britain," that I can find any record of, is that of Mr. Chas. Spencer, who in 1873 with three other members of the Middlesex B. C., rode from London to John O'Groat's in fifteen days. They left the King's Arms, Kensington, on 2 June, 1873, at 7.30 A. M., and, travelling *via* the Great North road, reached Newcastle-on-Tyne (277 miles) in six days; from there they rode through Ainwick, Berwick-on-Tweed, Dunbar, Edinburgh, Kinross, Perth, Dunkeld, Kingussie, Inverness, Golspie, Helmsdale, and Wick, reaching John O'Groat's at 8 o'clock P. M. on 16 June, 1873.

Mr. Spencer gives the distance as 768 miles, which, however, I have reason to believe is rather over-estimated.

(No. 2.) The next time this journey was accomplished, so far as I have been able to trace, was in August, 1879, when Mr. H. Blackwell, Jr., of the Canonbury Bicycle Club, rode it, alone, in eleven days and four hours. From the published accounts of these tours I am led to believe that Mr. Blackwell took exactly the same route as the original John O'Groat's men, yet he (Mr. B.) computes the distance to be but 688 $\frac{3}{4}$ miles, as against Mr. Spencer's 768. So far as I can make out, the Canonbury man's computation is the more correct.

(No. 3.) There is a third account of a London to John O'Groat's tour, which was taken in August, 1881, by three members of the Brixton Bicycle Club. They journeyed *via* Buckingham, Warwick, Birmingham, Newcastle-under-Tyne, Manchester, Lancaster, Kendal and the Lakes, Carlisle, Gretna-Green, Glasgow, Ballack, the Scotch Lakes, Glencoe, Fort Augustus, Inverness, and thence forward to John O'Groat's as per Messrs. Spencer and Blackwell's route given above. Distance, 745 miles; time, sixteen days, of which eleven days were occupied in riding and the remaining five in visiting friends and sight-seeing.

(No. 4.) In October, 1881, Messrs. H. Line and W. Bourdon of the Bromley Bicycle Club, rode from Bromley, Kent, to John O'Groat's in twenty days. Dis-

tance covered, 727 miles. Stormy weather, especially in Scotland; they were snowed up two days at Dalwhinnie.

We now come to the longer journeys, *i. e.*, from "corner to corner of Great Britain," and to Mr. Blackwell is due the credit of "opening out," so to speak, this route.

(No. 5.) On Saturday, 10 July, 1880, Messrs. Blackwell and Harman, of the Canonbury Bicycle Club, started from Penzance, and rode to Land's End and back to Penzance. (It was, I understand, their intention to have slept at Land's End that night and started thence on the following day for John O'Groat's, but Mr. Blackwell was so unwell that they were obliged to abandon this idea). So on the Monday following they left Penzance, and took the following route, *viz*: Helston, Penryn, Truro, Bodmin, Plymouth, Exeter, Taunton, Bridgewater, Bristol, New Passage, Chepstow, Monmouth, Hereford, Ludlow, Shrewsbury, Whitechurch, Warrington, Wigan, Preston, Lancaster, Kendal, Penrith, Carlisle, Hawick, Galashiels, Edinburgh, and forward as route No. 1, to John O'Groat's hotel. Distance from Penzance, 876 miles in thirteen days; add Penzance to Land's End and back, twenty-two miles; total for fourteen days, 899 miles.

(No. 6.) On Monday, 20 June, 1881, Mr. James Lennox, of the Dumfries Bicycle Club, left Wick and rode to John O'Groat's hotel; starting from there the same morning, he travelled *via* Wick, Helmsdale, Golspie, Tain, Inverness, Fall of Foyers, Fort Augustus, Spean Bridge, Glencoe, Inveroran Hotel, Loch Lomond, Dumbarton, Glasgow, Dumfries (spent Sunday here), Carlisle, Penrith, Shap, Kendal, Lancaster, Wigan, Warrington, Newcastle-under-Lyne, Stafford, Wolverhampton, Worcester, Gloucester, Bristol, Axbridge, Bridgewater, Taunton, Exeter, Launceston, Bodmin, Truro, Helston, and Penzance to Land's End, 944 $\frac{3}{4}$ miles from John O'Groat's; add for twelve days, Wick to John O'Groat's, and Land's End to Penzance, thirty miles; total, 974 $\frac{3}{4}$ miles. It is worthy of note that Mr. Lennox rode 131 miles on the last day, and of the twelve days' ride six were wet and six dry, with head wind the whole journey. On the other hand, it should not be forgotten that the rider had one day's rest on the way, *viz.*, at Dumfries.

(No. 7.) We next come to the Hon. Ion Keith Falconer's celebrated performance. He started from Land's End on Monday, 5 June, 1882, at 4.5 A. M., and passing through Penzance, Redruth, Truro, Launceston, Exeter, Taunton, Glastonbury, Wells, Bath, Tetbury, Cirencester, Burford, Chipping Norton, Banbury, Southam, Rugby, Lutterworth, Leicester, Melton-Mowbray, Grantham, Newark, Retford, Doncaster, Wetherby, Catterick, Bishop Auckland, Durham, Newcastle-on-Tyne, Alnwick, Berwick-on-Tweed, Dunbar, Edinburgh, Linlithgow, Falkirk, Stirling, Dunblane,

Perth, Crieff, Dunkeld, Dalwhinnie, Kingussie, Inverness, Tain, Golspie, Helmsdale, and Wick, reached John O'Groat's hotel at 3.20 A.M., having covered 994 miles in thirteen days less forty-five minutes. On the last day he rode 110 miles.

(No. 8.) The last great feat to chronicle, which is probably the most notable of the lot, is Mr. Alfred Nixon's tricycle ride. He left John O'Groat's on Wednesday, 16 August, of the present year, at 11 A.M., having previously (the same morning) ridden over from Thurso. The route he took is identical with that of the Hon. Keith Falconer's, only from north to south instead of *vice versa*. The time occupied was thirteen days twenty-three hours, fifty-five minutes, and the distance (including Thurso to John O'Groat's Hotel, and three miles which he went out of the way through mis-direction) 1,007 miles. On the last day, with three hours rest at Truro, Mr. Nixon covered 104 miles.

The Bicycle Union.

ON Thursday evening, 21 December, at Anderton's Hotel, Fleet street, at the adjourned meeting of the council, Mr. W. B. Tanner of West Kent in the chair, Mr. J. W. Benningfield of Pickwick moved the following: "That the executive be requested to exercise, in future, at their discretion, their power to suspend or disqualify any rider who, in their opinion, rides in a race for the purpose of advertisement." Mr. W. A. Smith of London offered the following amendment: "That, in the opinion of this meeting, the request contained in the proposition of the executive is unnecessary, but it considers that the executive should exercise, at their discretion, their power to suspend any rider who can be proved to have ridden in a race for the purpose of advertisement." Mr. Sturme proposed the following to the amendment after the word advertisement: "of the make of the machine ridden, but that such suspension or disqualification should be made without consulting the local centre of the district in which the delinquent resides." Both motions were lost, and the power and position of the executive remain the same as before the matter was discussed. The two following propositions were adopted: "That the executive be requested to exercise, in future cases, at their discretion, their power to suspend or disqualify any rider who should compete for money or value, at option." "That the Council withdraw the 'recommendation to offer no value prize,' and that a rule be made to the same effect, the penalty for infringement to be suspension or disqualification of the competitor." Mr. Reynolds of the Oxford University Bicycle Club proposed to amend Rule 13 of the rules for competitors, by the addition of the words, "and that, if in the opinion of the judge, or of the umpire or umpires on the course, any competitor be guilty of foul riding, such competitor shall be dis-

qualified without it being incumbent on any other competitor to enter any protest." This was adopted, the words "or of the umpire" having been withdrawn.

RACES

CHICAGO, 25 DECEMBER. — Between five and six hundred persons were present in the Exposition building, Christmas Day, to see the bicycle races under the auspices of the local wheelmen. Messrs. Brown and Valentine competed in a slow race of one hundred yards, the former winning in 4m. 5s. In the mile race Calkins, Miller, Irish, Sturgis, Philbrick, Brown, Valentine, Stevens and Crawford, were entered, and they were divided into two sets; Sturgis, Irish, Philbrick, Stevens, and Brown, in the first, which was won by Sturgis in 3m. 16s. The race was a very interesting one. All except Crawford withdrew from the second set, and he went over the course alone in 3m. 19s. The final heat was run by Sturgis and Crawford, the former getting home first, in 3m. 16s. The three-mile handicap was won by Valentine, against six other competitors, with E. and G. Mehring a close second and third, respectively; time, 10m. 41s. Valentine also won the two-mile event, in 7m. 9½s., there being three other contestants. In the five-mile handicap, Blanchard at scratch, with Calkins at ten seconds, Greenbaum, Vowell, Sargent, and Murison at thirty seconds, and E. Mehring at forty-five seconds, Sargent won in 18m. 27s., Murison a close second.

F. S. ROLLINSON is managing a six days' bicycle race meeting, to be held in Madison Square Garden some time next month. It is proposed to have a long-distance championship among the events.

W. R. CRAWFORD, Chicago, is reported, 1 January, to have covered five miles in the very good time of 16m. 7½s., in Chicago.

ENGLISH papers say that Keen was to start for America early in the present month to meet Prince, or any other riders who may wish to race him.

Mlle. LOUISE ARMAINDO is out with a bold challenge to race any man in America twenty-six hours, or six days of twelve hours each, even up, for \$250 a side and the long-distance championship; the race to take place in Chicago within three weeks after signing of articles.

A FIVE-MILE straightaway race for gold and silver medals will be among the amateur events at the Institute Fair building, 20 January, in connection with the Frye-Prince contest. See announcement elsewhere in our columns.

W. M. WOODSIDE has decided to enter the professional ranks, and has challenged John S. Prince to race him twenty-five miles for \$200 a side and the championship for that distance. Mr. Prince has accepted, and the event is fixed for 27 January, at the Madison Square Garden in New York. There will be amateur races on the same occasion.

The Coming Metal.

A DESPATCH from London announces that at last a method for the cheap production of aluminum in large quantities has been discovered, and that the metal trade of Birmingham and Sheffield is in commotion. May this be true, though it is quite certain that we shall neither have aluminum as cheap as steel, nor that we shall have to wait another fifty years for the discovery of the process now needed. Aluminum costs at present about forty cents an ounce, a year ago it cost a dollar per ounce, and fifty years ago it was dearer than platinum. The present production of this ubiquitous metal is estimated at about 5,500 pounds a year. Yet the actual demand for aluminum would be very great if the metal could be supplied in quantities and cheap. The London despatch, therefore, deserves general attention, if but for the purpose of directing the attention of metallurgists and inventors to a field promising unlimited rewards.

Aluminum, like iron, does not occur in its pure state; but in connection with silicates or loam, forms whole mountain ranges and fertile valleys. It is the very essence of feldspar and of clay. It was discovered in 1827 by the great Wöhler, but recently deceased, and its technical treatment has been described best by Sainte Claire Deville. The commercial article, however, is not chemically pure, containing from two to twelve per cent of foreign substances, chiefly iron and silicium. Yet even this article stands, in color and lustre, between platinum and silver. It is four times lighter than silver, highly ductile and malleable, and may be made as hard as iron. It does not oxidize on exposure, and preserves its lustre where silver would be tarnished. It forms alloys with most metals, and with copper produces a metal highly valued by jewellers, opticians, and instrument makers. It melts at about 700 degrees C. Aluminum is highly sonorous. It is easily gilt or colored, and is the ideal metal for domestic luxuries and human use generally, as it is light, and requires no care, like steel, silver, or brass. The oxide of aluminum, crystallized, is the base of rubies, the topaz, the sapphire, and the oriental amethyst. Ten parts of aluminum and ninety parts of copper produce a bronze resembling gold, which surpasses every other kind of bronze in firmness, and can be worked like steel. This is enough to show the value of aluminum and its common occurrence. The point to achieve now is a simple method by which our mountains and our clay banks can be made to give up their treasure, so that every theatre-goer can have a light and handsome glass, every diner a handsome knife and spoon, every bridge-builder — but we shall wait for particulars from London and from our own inventors. — *Boston Advertiser*.

S. H. Ineson, treasurer of the Bicycle Touring Club, has absconded with about £300 of the club's money, and the sensation in English bicycling circles is great. Will he come to America?

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

WORCESTER ÆOLUS WHEELMEN: *Adl.*

3299 Wm. A. Pickett,
Asst. Postmaster, Worcester, Mass.

UNATTACHED:
3298 Arthur K. Brewer,
5 Congress st., Tucson, Arizona.
3300 Benj. M. Norman,
831 Arch st., Philadelphia, Pa.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received: —

B. L. Knapp, 147 Tremont street, Boston.
Freelon Morris, Box 586, Newton, Mass.
Frank J. Pool, 3 Broad street, N. Y. City

APPOINTMENT:

Consul for Cleveland, Ohio, Alfred Ely, Jr., 11 Granger street.

MEMBERS wishing to participate in the B. T. C. excursion to England, sailing 21 July, 1883, should communicate with the chief consul at as early a date as convenient.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

E. H. H., Philadelphia. — Have sent index for Vol. IV. None was printed for Vol. III. That for Vol. V. will soon be ready, when we will forward it.

A. R. G., Buffalo. — *Cycling* expired several months ago. We hope soon to get a drawback for our subscribers.

J. H., Philadelphia. — The special number is not included in the regular issues of the *BICYCLING WORLD*. It will be furnished to subscribers to the *WORLD* at twenty cents per copy.

"Andy," New York. — Apply to any of our advertisers of bicycles and sundries. Either of them can furnish you at short notice.

L. A. C., New York. — The establishment of the Brooklyn Bicycle Company is a good place to learn to ride, and they keep a stock of first-class machines for hire.

Geo. H., Louisville. — 1. We cannot say, but should be inclined to doubt it. 2. Yes, if securely fastened. 3. It is well spoken of by many riders, but we have not tried it.

The Ramblers' Exhibition Drill.

THE Boston Ramblers gave a most successful and interesting exhibition bicycle drill at the Olympian Skating Rink Tuesday evening of last week, the following members of the club participating: Captain C. S. Howard; first lieutenant W. P. Haskell, second lieutenant, A. L. Flocken, A. H. Forbush, F. E. Bryant, H. M. Smith, W. C. Stahl, H. A. Edgerly. The drill comprised some twenty movements, most of them original, and designed, we understand, by Capt Howard; and although this was the first public exhibition they have given, the participants acquitted themselves admirably, and won almost continuous applause from the large and appreciative audience. The various evolutions were all graceful, and scarcely any two nearly similar, and evinced no less aptness and attention to discipline on the part of his men than careful and judicious training by Capt. Howard. A complimentary supper was given the wheelmen by the management at the close of the exhibition.

JOHN S. PRINCE got a bad fall Wednesday of last week while practice riding at the Institute building, a pedestrian in practice at the same time, probably getting confused, stepping out across the bicyclist's course and giving him an ugly header. The pedestrian was so much bruised that he had to forego his training for several days, and Prince himself was disabled for riding for the rest of the week, his left arm being quite lame, and his left side receiving severe contusions.

RACING costumes in France are very much behind our country, but they will gradually improve with the times.

Several costumes I noticed at the different meetings were very "old-maidish," and consisted of long pantaloons and stockings, very loose, and likewise a jacket to match, with no end of "scarf" wrapped round and round their waists, which must have been decidedly unpleasant for taking active exercise, such as bicycle racing.

THE majority of the Parisian "cracks" wear worsted tights and jockey caps, and the jerseys, with the monogram of their club worked upon the breast of the latter, which I should think was a tip from their champion, who introduces all improvements in the way of dress from our side of the Channel.

There will be some warm "dusting" in *la belle France* next season, for several men mean stern business, since I hear that they have gone in for light racers, and intend training for every important event on an entirely different principle from last season.

I shall not be surprised to see one or two more of the English division taking part over there next season.

But I should advise them to be fairly good hands at trick riding, for the tracks are anything but pleasant, and also to beware of. — *Pro. Pedal Pusher in Bicycling Times.*

WHEEL CLUB DOINGS

WE desire to make our wheel club department as complete as possible. If club secretaries, when mailing to members notices of regular and special meetings and other club events, would address one to us, also, it would keep us informed of club doings, and enable us to impart often-asked information respecting them to others, and would materially aid the secretaries themselves. We would also suggest the appointment by each club of a "press correspondent."

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB:

Saturday, 3 February. Fifth annual dinner.

NEWTON BI. CLUB:

Tuesday, 23 January. Dance at Nickerson Hall, West Newton.

MASSACHUSETTS BI. CLUB:

Saturday, 20 January. Musical and literary entertainment in Horticultural Hall, Boston.

Tuesday, 6 February. Fourth annual meeting and election.

Tuesday, 13 February. Fourth annual dinner.

BOSTON BI. CLUB. — At the annual meeting, held 3 January, the following were elected officers: President, Edward C. Hodges; secretary, C. W. Fourdrinier; treasurer, George B. Woodward; captain, W. B. Everett; first lieutenant, J. S. Dean; second lieutenant, Freelon Morris; buglers, S. N. Turner, C. W. Fourdrinier; club committee, the president, secretary, treasurer, and captain, ex-officiis, and F. W. Weston, A. L. Woodman, B. L. Knapp, R. M. Huston, H. R. Robinson.

NEWBURY CYCLE CLUB. — The wheelmen and wheelwomen of Newbury, Mass., organized, 20 December, a cycle club with five members, two of whom are ladies, and with two of the gentlemen are tricyclers. The president and acting captain is W. C. Johnson, the veteran rider of Newbury, and the whole club propose joining the B. T. C. The occasion of the organization and the inauguration of the officers was an enjoyable one, and the club enters upon its career most auspiciously.

THE Eurota Bicycle Club of St. Louis, — not East St. Louis, as erroneously stated in a recent issue. The club was organized 13 October.

THE Albany Bicycle Club was unable to procure suitable rooms for winter riding, and the members have concluded to wait until the roads are available for the sport.

THE Pennsylvania Bicycle Club has completed its organization for the present term by the appointment of Samuel Crawford as sub-captain.

THE Missouri Bicycle Club held a drill at its last regular meeting, 8 January, in preparation for its coming 24 January exhibition.

At the last monthly meeting of the Boston Ramblers Mr. W. C. Stahl was elected second bugler, and the admission fee was raised from \$2 to \$5, and the quarterly assessment from fifty cents to \$1.

THE Kings County wheelmen will hold

a sociable assembly at the rooms of the Brooklyn Bicycle Company, on the 26th inst., incidental to which will be exhibited some fancy riding and drill by the members. The reputation of this club in this direction, no less than as a riding club, is a guarantee of the social excellence of the occasion.

THE Bay State Wheel Club race is to take place on the same occasion as the third contest between Prince and Frye, the 20th inst Saturday afternoon.

Cycling Mems.

"My Dear London W.:—I am greatly troubled regarding the associates of my son, who is a bicyclist, and who is therefore thrown much into the company of wheelmen. Two young men, both of good families, are his chosen companions. Harry, we will say, is a fine fellow, of good principles. He has no vices, does not use tobacco, nor gamble. He is a good wheelman, and last year won a race at the games held on Independence Day in the city where he resides. The prize was a purse of \$10, and this Harry took. It cost him \$20 for his preparation for the race, and therefore he did not have a large balance to his credit when he got through. For this action on his part, the wheelmen of our city refuse to associate with him. He cannot join their club; he cannot go on tours with them; no one will race with him. And yet a better or more gentlemanly young man does not exist. John is what may be called a wild boy. He uses large quantities of the weed, often drinks too much, frequents gambling houses and other places of bad repute. He rides a bicycle, but is too indolent to excel in the sport, and seldom uses his wheel. On one occasion he entered a race, the prize was a medal, but the medal was a blind, for the contestants made a wager of \$100 on the issue, and were more interested in the fate of the money than in the award of the medal; they thus whipped the devil around the stump, raced for money, and preserved their amateur status. On the occasion of the race, in which Harry was victor, John made himself conspicuous on the grounds by the exhibition of his money, and loud offers to bet upon the result. He staked heavily against Harry and lost. His father had to draw a large check to pay off his losses on the ground and in the pool rooms. John is a prominent member of the bicycle club that says Harry is unworthy to associate with its members. My son can ride with John. He cannot invite Harry to go with him on a club run, and I question if he would be countenanced if he rode much in his company. Is it such a terrible thing to be a professional? Cannot a young man do such a thing as did Harry and yet be an amateur in spirit? If your League or your athletic associations draw a straight line to define what an amateur should be, is it absolutely certain that all the worthy men will be on one side and all the unworthy men on the other? If the racer competes for a quarter of a dollar he becomes

a professional. If he scrapes off the eagle and engraves a monogram on the quarter, it becomes a trophy, and he is an amateur. Am I right. If not, why not? Please set me right.

"PATERFAMILIAS."

I HARDLY see why "Paterfamilias" should address his letter to me, as I have never set myself up as a bicyclist oracle, and am almost tempted to submit to the readers of the WORLD the above letter without comment, and yet, if I did so, I might be accused of evading a knotty question.

IF bicyclists generally and "Paterfamilias" in particular will bear in mind the fact that the distinction between amateurs and professionals is not a moral one, and that a professional can be as much of a gentleman as if following any other calling, they would be better able to view this subject in a proper light.

IT has been found to best promote the interests of most branches of athletics to make a distinction between one who engages in a sport for gain or remuneration and one who does so from the mere pleasure of it, and this distinction is not of recent origin, nor is it to be upset by a few in a day.

THE recognized rule is meant to govern all cases, and was not designed to be lenient to one and severe with another, but, like the rain, falls on all alike. It is immaterial whether a man drinks or smokes or indulges in other vices of the young man John, and so long as he does not break the rules which govern his status, there is no power, and there should be no power, which shall call him a professional.

IF any association or the League should gauge its membership by their moral or social standing, it would not live a month. Of course, clubs which are merely a collection of men of similar tastes and standing in the community can be as strict as they please, but a national organization must be governed by broad rules.

THE maxim that "ignorance of the law excuses no one" can be well applied to this good young man Harry, and if he was as good a wheelman as "Paterfamilias" would have us believe, he never ought to have raced for money. If such as he will break the letter of the law, they must submit to the penalties of it. If he had joined the League or the B. T. C. he must have known that his action would cause a forfeit of his position as an amateur.

As for this man's son, if he wants to associate with the professional Harry, he has a perfect right to do so, and no one will question the propriety of his action.

A PROFESSIONAL can be just as much of a gentleman as an amateur; and though most clubs in good standing do not allow the latter to become members, they do so to keep their standing among amateur clubs and strengthen their position.

No one deprecates more than myself

that professionals in spirit like John should parade as amateurs, but such are comparatively rare, and it is impossible to frame a rule which will cover all possible cases. The amateur laws are, like many others, framed to meet the needs of the greatest number, and not to let in a man like this Harry, who, with a true (?) amateur spirit, races for money, and then cries because he cannot obtain all the privileges of an amateur. He should have thought of this before he raced, and not after. If an exception were made in his case, all the professional amateurs would set up the same plea and offer the same excuse.

IT is clearly a hardship to arrest and punish a man for stealing bread to keep himself and family from starving; and yet what a state the community would be in if hunger were an excuse for the larceny of provisions! Every thief would be pleading starvation for an excuse, and the bakers and butchers would go into bankruptcy.

THIS is a practical illustration of how impossible it is to frame any law which will be just in every possible case.

THIS good young man Harry pleads guilty to breaking the law, and then thinks it hard that it should be enforced against him, as he never does anything wrong.

THE intent is presumed in all such cases, and a man cannot be allowed to pocket his money prize and then say he "did n't mean to."

LONDON W.

CURRENT CALAMO

A. DOLPH of New London, Ohio, who has been the solitary wheelman of his town for two years, is now visiting Boston.

WE are glad to state that a number of club secretaries are acting on our suggestion and mailing us copies of notices of meetings and other events of their clubs.

By consulting our advertising columns our readers will perceive that the Massachusetts Bicycle Club has prepared an attractive programme for its 20 January entertainment.

THE Louisville *Commercial* states that several beautiful young ladies of Denver, Col., ride daily about the streets of that city on bicycles, in jaunty Mexican trousers sack coats, and low shoes, but we guess it isn't so, as we never saw anything of the sort in Boston.

DR. HARWOOD of Worcester has decided to put his handsome and excellent bicycle step on the market, and we again most cordially recommend it to riders for the coming season. His announcement is in another column.

A. CORRESPONDENT informs us that V. C. Place, the Greenville (Pa.) flyer, is anxious to beat Prince, and would like nothing better than to race him, provided it could be done without forfeiting his amateur standing; but is not this desire to violate the fundamental principle of

the amateur rule without becoming professional getting just a little too, too, as it were?

GOOD opinions of the American Star bicycle are still expressed from Louisville, and Horace Beddo, one of the most active and pushing wheelmen of that city, proposes, it is said, to offer a \$30-medal for a road contest between riders of that and the regulation machine as soon as the highways are suitable.

PRINCE and FRYE.

Great Bicycle Race,
FROM SCRATCH.

JOHN S. PRINCE vs. LEWIS T. FRYE,
For the Championship of America

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STAKE OF \$600.

Amateur Events the Same Day.

Five-mile straightaway race, open to all amateurs. First prize, Gold Medal; second prize, Silver Medal. Entries close Thursday, 17 January, to the Editor of the BICYCLING WORLD.

Five-mile race for the championship of the Bay State Wheel Club of South Boston.

AT THE INSTITUTE FAIR BUILDING,

At End of Huntington Avenue,

Under the auspices of the Institute,

Saturday Afternoon, Jan 20.

Doors open at 2 P. M. First race at 3:30 P. M. Horse-cars will run from Scollay's Square. Reserved seats for ladies. Admission, 50 cents. The building will be heated by a new apparatus and hot-air blowers that will insure a good distribution of heat.

JOHN S. PRINCE is in daily attendance at the Institute, and will train those who wish his services. Admittance for riding, 25 cents. Storage for machines. Clubs who wish to hold races can make very favorable terms with Mr. Prince.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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HORTICULTURAL HALL.

Entertainment by the

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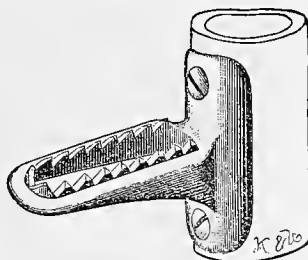
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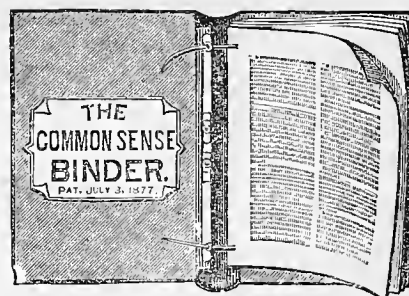
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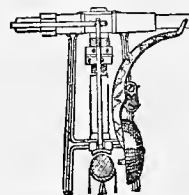
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|| In first-class order; shows only wear on tyre.

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Number II.

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OF THE

BICYCLING WORLD

To be issued in

JANUARY, 1883.

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The Constitution, Rules, Officers, Consultants, Committees, etc., of the L. A. W., corrected to date of issue.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 3 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 19 JANUARY, 1883.

THE RACING BOARD MEETING.

A SOMEWHAT unexpected, to us, meeting of the L. A. W. racing board was held on Wednesday evening of last week, at which several important changes were made in the League racing rules. Had we known in season, we should have liked to offer some suggestions for consideration; among others to change the last clause of Rule 14 to read something as follows: "League members shall not be allowed to compete for State bicycle championships held by trotting, athletic, or other non-League organizations, unless such competitions have received the special sanction of the racing board." We are glad to see that the word "not" in Rule 1, to which we referred last week as an apparent error, has been stricken out. The appointment of an official

handicapper, as provided for in the rules, is also, we think, a wise measure, and will have a tendency to insure more general satisfaction on occasions where this difficult and delicate service is required. The only objections (and these are not particularly serious ones) which we would offer to the "directions" in applying for the sanction of the racing board for non-League events, are that the sources of sanction are too limited and the advance date of application too extended. We think no harm would ensue, while much more general satisfaction would be given if, as suggested by Mr. Shillaber at the officers' fall meeting, and which proposal seemed to meet with the approval of the rest, representatives, or at least chief consuls, of States were empowered to grant this sanction, because of the comparatively few opportunities for racing afforded our riders in the present stage of bicycling in this country, and the often short notices given of otherwise perfectly legitimate amateur events, many of which would be unable to meet the requirements of the application, while the local representative or chief consul might be thoroughly competent by his immediate knowledge of the circumstances to grant or deny the sanction. The clause relating to official returns, however, should be strictly enforced, and the reports published before the results are admitted to record. The recommendation respecting field officers is a good one. Respecting track measurement, we do not approve the recommendation of the board that eighteen inches from the pole shall be made the standard, although on a well-made out door course two feet might prove a fair measurement; but we do not believe that any rider going at a three-minute pace on most of the four or more lap tracks in this country can ride much inside that line with safety, and that he will oftener be fully three feet out. We would have recommended, however, the board to propose a conference with the Bicycle Union and the N. A. A. A. to fix a joint standard; first, however, obtaining the views of the most experienced racing bicyclers, amateur and professional, in both countries in relation to the subject. We will add that in view of recent discussions in the bicycling press of track measurements, we have already issued blank circulars to many of our racing men to procure information on this sub-

ject, and would be glad if others would communicate their views and experiences. Considering the question of races between amateurs and professionals in all its aspects, and the possibilities of abuse, we heartily approve the stand taken by the board in declining to sanction any such, and while in the case of the first contest between Frye and Prince we were rather in favor of the sanction, subsequent events have satisfied us that it is just as well that it was withheld. On the whole, the work actually done by the racing board at its meeting is to be commended, while with some of its recommendations or suggestions we cannot altogether concur.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The League.

Editor Bicycling World: — You will agree with me that a more acceptable New Year's greeting than London W.'s could hardly be desired by a well-wisher of the League. His well-considered remarks upon the useful qualifications for its success deserve the attention of every League member. The force and candor of his suggestions are not less gratifying to me than the evident spirit of fairness and impartiality characterizing the article. None of us can doubt that there is ample room for reform in the economy of our youthful organization, which is still in the immature stage of its career. Now is an eminently suitable time for planting the League upon a solid foundation, and there is no better aid towards accomplishing this end than just such expressions of opinion from those who are wishing to give the subject a practical and unprejudiced study.

I do not believe that the League suffers from any organic infirmity or structural weakness. Eliminate party jealousies, encourage new features of general interest to wheelmen, and conduct the discipline of the law upon the same liberal principles that distinguish the most flourishing American institutions of the day, and there will soon be a vigorous, powerful fraternity permanently established. An association like ours cannot expect to reach perfection suddenly, and everything does not hang upon a huge membership. We need a few active wheelmen in each State to take the lead in the work that devolves upon the respective State divisions. As soon as consular work is fairly organized, a personal interest is developed in the cause and half the battle is fought. A successful future depends only upon harmonious co-operation.

I hope London W.'s censure of the present system of club membership in

the League will not pass unheeded. The plan has had a fair trial, and a verdict cannot be rendered in its favor. Suppose a man has become a League member by vote of his club, and his dues are paid for a year or two out of the club treasury without his direction, and almost without his knowledge. If he withdraws from his club for any reason, or if his club decide that in future relations with the League each member shall act for himself, the chances are that his next year's dues will be neglected. His club secretary has always saved him any trouble about League formalities, so that he hardly realizes there are any. It is in this way that a large fictitious membership has gathered on the roll of the League. Had these delinquents applied individually at the start, it would have been a voluntary act, and the paltry annual obligation would be met as a matter of course in most instances.

A great deal of consideration has been given to defining amateur standing in the League from the very first. The advantages of being in full accord with kindred associations of America and England cannot fail to be recognized. And yet if the American League can occupy a broad, liberal ground with safety, it would harmonize well with the established principles of this free country, where anything approaching rigorism is shunned as a national enemy. I have reason to believe that the board of officers are disposed to consult the wishes of the majority of numbers in whatever action is taken, and that it is their earnest purpose to subserve the best interests of the League. It is the duty of League members to announce their convictions freely and generally for the instruction of their chosen representatives.

Some months ago I expressed the hope that members would signify their opinions in the bicycling press as to the best mode of adjusting the relations of one branch of the League to the other. I think it would be wise to canvass the subject pretty thoroughly before the next annual meeting, to discover if possible what the prevailing views are. I am glad to see that London W. has touched upon the question, and trust that others will interest themselves in it. In Massachusetts, the State officers have recorded their judgment in favor of a single yearly assessment to cover the expenses of both the National and State bodies, but without specifying the appropriation for each department. As much of the work done will contribute directly to the League treasury, the State feels entitled to a generous share of the receipts from her members. Possibly it may be found expedient some time to require all applications for membership as well as payment of dues to pass first through the hands of State officers, who would accordingly report to the central authorities with the proper remittance of funds. Such a plan would simplify the transaction of business, improve facilities for collecting assessments, and tend to pop-

ularize the League by bringing its local administration into prominent notice.

I have already taken up more of your space than I intended, and will now wait to hear from other fellow Leaguers on the matters I have referred to.

FRED. S. PRATT.

WORCESTER, 13 January, 1883.

Size of Wheels.

Editor Bicycling World:—Allow me, through your columns, to respond to your Cedar Rapids correspondent on this subject.

MR. F. LILLIBRIDGE: *Dear Sir,*—Your very complimentary allusion to my article on size of wheels I notice with pleasure, and will, in a simple manner, try to answer your inquiries, trusting all who may read will not think, because of my experience, I write an egotistic opinion. First, source of injury, outside of inconvenience and discomfort, riding a wheel too large. There are several different ways to injure yourself. For illustration, hold your arm out straight. Now try to extend it still further. Do you feel any inclination to cramps? Now imitate the ankle motion with the wrist. Can you realize what such a continual stretch or reach would injure? Not being an M.D., I cannot inform you just what part of one's anatomy would be seriously injured. The experiences of riders mentioned was straining the kidneys. With other riders they might be injured differently, such as taking headers, straining the muscles and sinews of the legs. Then when the rider has finished his ride he feels *tired* and *sore*, instead of the exhilaration one ought to feel who is properly machined. About saddle and position of same, I agree with you that as yet the proper saddle has not been made, the nearest approach being the one mentioned. Yet the "long distance" makes me feel as though astride a *ham*. The neck is altogether too wide. The set of the saddle part suits me, though it might not all riders, not being of same thickness of thigh. Rather think the idea of raising and lowering the saddle would necessitate unnecessary machinery. The real trouble, possibly, is that bicycle springs are not tempered to suit different weights of riders. It might be better to explain that my having ridden only a thin racing saddle the past season would account for feeling thickness of neck in the long distance. Shall be glad of a description of your saddle, and when put on to market shall try it. Bicycle riding ought to straighten the figure of *every* rider. Carelessness of form in riding or walking will make *any one round-shouldered*. Why does *any* rider wish to ride the largest possible size? Is it to look *pretty*, say they ride a 54-inch or 56-inch?

In 1878, when with the Pope Manufacturing Company, a now prominent bicyclist came in to be taught how to ride. The regular teacher being out, the pleasure of floor-walker fell to me. It was a struggle for *both* of us, but with patience and perseverance, the *pian-*

ist mastered the Excelsior. Now, this gentleman's size was 50-inch, but of course *he* must ride a *big* wheel. Then began the questions, whys and wherefores. My humble advice was to ride what nature had given length of legs to manage with comfort, ease, and pleasure. He also had some advice from the Popes; but no, *he* knew better. Note how he built himself up; had a pair of shoes made with two and a half inch soles. "Now, gentlemen, I'll show you who is right and who wrong. Now let me try a 52-inch," which he did. "It's a go," he said. "Well, Mr. Pianist, when you go on the road you'll find it some different from floor riding." Again the question was discussed scientifically. "Well, Pitman, try the shoes yourself." At that time my size was 52-inch. This seemed to be as high up in the air as I cared to be; but *no*, I would not put the shoes on. Result, after *one* trial on the road, the shoe question NEVER came up again, and Mr. P. still rides a 50-inch. One thing more. I now ride a 54-inch Standard Columbia, which I intend changing for a 56-inch Expert. Why? The Expert is a very close-built bicycle and low head. So much so a 54-inch feels like a 52-inch. *Low heads* and 25-inch or 26-inch *handle bars* for *me*.

WILL. R. PITMAN,

Capt. Ixion B. Club.

4 EAST 59TH ST., NEW YORK CITY.

Fancy Riding in Washington.

Editor Bicycling World,—I have just been to an entertainment at the Washington Skating Rink, where bicycling by the Capital Club was one of the prominent features, and can't resist the temptation to tell you something about it. Roller skating was the attraction of the evening, before and after the bicycling. The floor of the rink is of smooth concrete, and the surface an excellent one for either skates or wheels, though the width (about forty feet) is not sufficient to allow the greatest freedom for the latter. At 8.30 o'clock the floor was cleared, and Capt. Seeley of the Capital Club appeared on the floor with three of his men, Messrs. Allen, Borden, and Graves. They placed their wheels side by side, and one after another made the still mount with success, and then proceeded to go through a very pretty drill. The wheeling and serpentine movements were done with more than ordinary precision, and elicited much applause from the large and select audience. The four riders came to a stand-still in line, holding each others' handles, rode in pairs, and went through the usual evolutions of the drill to the evident satisfaction of the lookers-on, and much to the credit of themselves. After this came a slow race with a "flying start," if the apparently contradictory term may be allowed, contested by Messrs. Smith, President Howard, Capt. Seeley, and Borden. Of course, Smith won, though Borden made a pretty second. The event of the evening was the fancy business of Mr. Rex

Smith, which followed the slow race. Mr. Smith has not been riding for more than a month, yet he went through the performance without showing any lack of practice. He was dressed in light-blue tights and the handsome dark-blue coat of the Capital Club, and was decorated with the gold medal which he received for fancy riding at the second League Meet. To describe his movements on the wheel is more than any one can do adequately. I can only hint at a few of his most peculiar and difficult tricks, and say that his whole exhibition was one of rare grace and skill. His riding on the front wheel was done remarkably well, but his riding forty feet or more backwards straight as an arrow, and with great rapidity, with the little wheel in the air, was astonishing. Another trick was that of standing in front of the machine, jumping to the pedals, and riding thus around the hall. He tied his handkerchief to the hub of the wheel, mounted, came to a standstill, then holding his machine with one foot on the crank, the other on the hub of the little wheel, he untied the handkerchief, and regained the saddle without touching the ground. Another stand-still trick done with great success was to balance the wheel with the handle-bar between his legs, then to throw the left leg, which was behind the handle-bar, over, catch the pedal, and sustain his equilibrium in that position. On the one wheel Mr. Smith has rather excelled Scuri, the Italian, for now he does not use a saddle or even a fragment of backbone; he actually rides one wheel with nothing but pedals, forks and handle-bar attached. This evening he rode the length of the hall, 1,210 feet, and could doubtless ride any distance but for the turning. It is needless to say this performance drew out applause and shouts,—every one was wild; but, if you will believe it, his next feat, with the machine intact, was more astonishing yet. Like all of Mr. Smith's difficult tricks, this is his own, and he has called it the "upside down" trick. Of course, after being told how, any one can perform this feat, which is to stand the bicycle on the floor on its head, step upon the pedals while the machine is in this position, then *get into the saddle and ride off!* Here is the way Mr. Smith does it. The machine is on the floor on its head, and resting on the large wheel; the backbone is allowed to fall as far as it can swing to the right; he steps upon the pedals, then with his left hand on the rim of the large wheel, and his right on the backbone, he suddenly pulls the head up, and the little wheel falls behind him, but his right leg is now between the backbone and the big wheel, and it only remains for him to throw it over the backbone, and he is in the saddle. Perhaps beginners will be taught this mount in the future, it is so simple! Certainly Rex Smith is a phenomenal rider, and of the many fancy riders it has been my privilege to see perform, he is by far the most graceful and skilful.

There are other things anent the wheel that I should be happy to allude to,—of a pleasant call on Scribner at Fenton Hall, and later my meeting with a good many of the jolly "Caps,"—what fine skaters as well as wheelmen they are! how I mistook President Howard for the handsome Max Hansmann; of a pleasant chat the other day with some of the members of the Maryland Club of Baltimore, and with our old-time friend Duker, etc., etc.; but time is waxing late, and I must be up in time for church in the morning, so I will put my "stylo" in my pocket, and say Good-night.

C. P. S.

WASHINGTON, D. C., 13 January, 1883.

New York Letter.

Editor Bicycling World:—The snow that has fallen during the past week has thrown a sort of damper on riding, and though we are all of us Wilmots in embryo, the weather has proved so unpleasant and the roads so impassable that our spare moments now are spent in casting regretful glances back at last summer's days, and adding fresh layers of hope to the visions of the future.

At their regular monthly meeting on 8 January, the Ixions re-elected all their officers of last year, and in addition, Frank D. Howard to the second lieutenantcy. Their president, Mr. F. A. Egan, was at the Bicycle Touring Club meeting on Tuesday, 9th inst., elected city consul, and the club has passed resolutions offering its rooms as the Bicycle Touring Club headquarters here in New York, and placing same at the disposal of the consuls for meetings, etc.

The Citizens' Club at their meeting on Tuesday night, 9 January, nominated their captain, Dr. N. M. Beckwith, for the State consulship of the L. A. W. It is probable that he will get it, for he is a very popular man; and while I do not mean any disrespect to Consul Gullen, I must say that I think the doctor is more inclined to push the L. A. W. cause along. He is an energetic man, and with him at the head of the L. A. W. and Bourne, of the Bicycle Touring Club, here in New York, I see no reason why, with the support which both are certain to get from the two bodies, the dream of a State division subordinate to the main body should not be realized. Then, again, the park commissioners are having a new element inserted into their midst, and one which is, I believe, favorably inclined towards bicycling, and when our B. T. C. and L. A. W. worthies come to approach them, I am sanguine of a happy result; and of course it needs no word of mine to tell you that, the park once gained, the future of bicycling in New York is secured. Success, then, to the twin organizations! May they in unanimity attain to the end for which they are now embarking. We shall have two or three things to occupy our attention the rest of this month; for there are the races in your city on the 20th, to which some of our men are going; then on the 26th comes the

Kings County sociable, which we know will be made as great a success as their previous attempt this winter.

On the same night, and extending into the next day (27th), the Woodside-Prince races come off, and it looks very much as if the two interests were going to clash on the night of the 26th. Rollinson, however, says he is going to try to get the Kings County wheelmen to postpone their venture a day or two. I am afraid, though, he won't succeed.

Woodside has had trouble, so far, in finding a machine to fit him, and has done no training as yet, but expects to commence to-morrow, and has in the meanwhile sent over for a machine of his own. He is still very fleshy, and I think will need to pull his weight down considerably. The father of Elliott Mason, manager of the 34th street school, is, we regret to hear, reported to have been burned to death in the Milwaukee Hotel horror.

I hear that Thompson will probably be at the races in your city on the 20th, but haven't been able to verify the report as yet. Shall hope to be there to see them myself.

CHIC.

NEW YORK, 14 January, 1882.

Classes v. Handicapping.

Editor Bicycling World:—As "London W." and myself seem to be working to the same end, but don't quite agree as to the best course to pursue, and both being open to conviction, I submit the following rule for the consideration of the class system, and will try to show some of its advantages:—

A bicyclist shall not be eligible to start in any race that has beaten the time advertised prior to the closing of the entries for the race in which he is entered, unless otherwise specified in the published conditions. Fractions of a second shall not be considered in determining the time made, and shall be entered on the record; but a bicyclist gaining a record of 3m. 19½s., shall remain eligible in the 3m. 20s. class.

A bicyclist shall not be eligible if the time specified has been beaten by him at a greater distance; that is, a bicyclist having made two miles in 7m. is eligible in a 3m. 30s. class, but not eligible for a race limited to bicycles of a slower class.

Where any handicapping is done, I certainly see no objections to the above rule, except where there would be an objection to handicapping in any form; *i. e.* at small meets. I think both systems fail at a small meet, as nothing but a scratch race for a few beginners would be in progress. Well, you say, how will it work at a large meet? Not having complete records of all the large meets at hand, I can't answer so well as I otherwise could. But we will take the Springfield meet as a fair sample. There were six races. The lowest had forty-one entries, and the largest had forty-seven entries. Only six or seven started in any one race, and the six races were run by a dozen men, these dozen men carrying

off prizes worth about \$400. The other thirty-five men go home without a prize, or even the chance of trying for one, for the reason that these dozen were superior as regards their racing qualities. Now, my aim is to give this class of men, who are just coming into the racing circle, a chance, and not have races lay in the hands of a few. If all these races had been handicapped races, the result would undoubtedly have been the same. For if you place a fast rider behind a slower one, the fast rider has an object to ride after, that is, to catch the leader, and has the advantage of being able to see his competitor; while, on the other hand, the slow man, who has the start, cannot see his competitor, and does not ride with the vim that his competitor behind him does; and that is where the fastest man has the advantage over him. The same thing illustrates itself in the first Prince-Frye race, where Frye had twenty seconds' start. Then witness the last race, where both started from scratch. It has resulted the same, as far as my observations go, in all races, *i. e.*, better time is made and a more exciting race is the result; certainly showing the force of my argument for the class system, with two practical illustrations at the Hub. Had the Springfield races been on the class system, I contend that, out of the forty-seven men who entered, paid their railroad fares and came to Springfield, that at least three dozen would have had a chance to race, and the eighteen prizes carried home by at least fifteen men. As it was, six men carried them all home.

I think that once in a while the class system might work to the disadvantage of such men as Ahl and Hendee, but that would be very seldom, inasmuch as these men would only attend large meets, where there would always be men who would like to try them and see for themselves how good they were. When Moore came here, with a record of 2m. 45s., it did not scare bicyclists from racing with him from scratch; for a number of our best riders wanted the chance to see what metal the Briton was made of.


H. E. D.

An Invitation.

Editor Bicycling World:—I have noticed in the BICYCLING WORLD, at different times during the past six months, mention of the intended departure of John Keen from England for our shores. Allow me in behalf of New York riders and racing men to suggest to him to make announcement for a long stop with us, and to make his home in New York City, and train the racers. There is not a practical bicycle trainer here. We need one. Let "Happy Jack" note this, and come and take us under his wing. Should the suggestion meet with Keen's approval, and be acted upon, then, Mr. Editor, may you look for a handsome reduction in the present records.

WILL. R. PITMAN,
Captain Ixion Bicycle Club.

WHEEL CLUB DOINGS

 We desire to make our wheel club department as complete as possible. If club secretaries, when mailing to members notices of regular and special meetings and other club events, would address one to us, also, it would keep us informed of club doings, and enable us to impart often-asked information respecting them to others, and would materially aid the secretaries themselves. We would also suggest the appointment by each club of a "press correspondent."

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Saturday, 20 January:
Massachusetts Bicycle Club, musical and literary entertainment at Horticultural Hall, Boston.

Tuesday, 23 January:
Newton Bicycle Club, dance at Nickerson Hall, West Newton.

Saturday, 3 February:
Fifth Annual Dinner Boston Bicycle Club.

Tuesday, 6 February:
Fourth Annual Meeting Massachusetts Bicycle Club.

Wednesday, 7 February:
Annual Meeting Buckeye Bicycle Club.

Tuesday, 13 February:
Fourth Annual Dinner Massachusetts Bicycle Club.

AMERICAN STAR BI. CLUB.—A new wheel club was organized in Philadelphia, 1 January, named the American Star Bicycle Club. The officers are as follows: President, C. E. Updegraff; vice-president, H. Greensmith; captain, J. A. Green; secretary and treasurer, R. Brewer.

CHICAGO BI. CLUB.—At the annual meeting of the club, held 9 January, the following were elected officers for the ensuing term: President, Dr. C. P. Pruyn; vice-president, J. O. Blake; secretary, L. W. Conkling; treasurer, George Mehring; captain, Edw. F. Brown; quartermaster, C. C. Philbrick. First, second, and third lieutenants, one from each division of the city, and the racing board, are yet to be elected. The revised constitution received its final consideration, and was adopted, to go into effect immediately.

DETROIT BI. CLUB.—At a meeting of the Detroit Bicycle Club, held Tuesday evening, 9 January, 1883, the following officers were elected: President, L. J. Bates; vice-president and captain, R. R. Lansing; lieutenant, C. T. Gage; secretary and treasurer, W. H. Elmer.

SEC.

IXION BI. CLUB.—At the meeting held 8 January, the following were elected officers: President, Frank A. Egan; secretary and treasurer, B. G. Sanford; captain, W. R. Pitman; first lieutenant, P. M. Harris; second lieutenant, F. D. Howard; bugler, M. G. Peoli; club committee, the president, secretary, treasurer, and captain, *ex-officio*; room committee, bugler and first lieutenant.

SALT LAKE BI. CLUB.—This club, organized 13 May, 1881, is located in Salt Lake City, Utah, and has fourteen members. D. L. Davis is captain, and J. E. Jennings, secretary.

PHILADELPHIA BI. CLUB.—An esteemed correspondent writes us that this standard club has put its club-room in

good shape for winter quarters, and it has a comfortable and cheerful appearance. Capt. Lewis has been ice-cycling on the Schuylkill lately with great success, finding no difficulty in riding at good speed. A number of all-day rides are being projected by members for the coming spring. The "Telford" pavement is being laid on Twenty-Second street, the new approach to Fairmount Park, when the ride from the club-house by way of Filbert street will be much more comfortable than the old route.

BOSTON RAMBLERS.—*Editor Bicycling World.*—I beg to submit the following report of the proceedings of the Boston Ramblers since their organization, 27 July, 1882. Starting with nine members, the club roll now shows the names of twenty-six active members. There have been held eight club meetings, and out of a possible attendance of 123, 94 or 76 per cent. of the club, were present. There have been twenty-nine club runs, averaging 26 miles each. The longest run was 120 miles; the shortest 10 miles. The longest individual all-day ride, 127 miles. We have had eight moonlight runs, the most enjoyable of which was to Needham, where we were met and handsomely entertained by League Consul Whitaker. The following are the ten best individual road records for the season: Capt. C. S. Howard, 2,187 miles; H. M. Smith, 2,005 miles; F. E. Bryant, 1,685 miles; A. H. Forbush, 1,601 miles; A. W. Fisher, 1,573 miles; first bugler, E. R. Benson, 1,475 miles; A. Whitaker, 1,250 miles; first lieutenant, W. P. Haskell, 1,178 miles; second bugler, W. C. Stahl, 1,131 miles; second lieutenant, A. L. Flocken, 1,015 miles. The club has been represented at all the principal meets, including Springfield, Philadelphia, and Washington.

A. H. FORBUSH, *Sec.*

Boston, 15 January, 1883.

SCRANTON BI. CLUB.—At a recent meeting of the Scranton (Pa.) Bicycle Club, Capt. George Sanderson, Jr., submitted the following report of the past season's events:—

"As the season for active riding has drawn to a close, I suppose you look for a report of bicyclic events. We have probably gone through as active an eight months as any club in the country; our membership has increased; long and short rides have been taken without number, and a taste for active life zealously fostered among the youth of our city. Taking it all in all, the career of our club has been brilliant, and our success and lively existence is a fair evidence that the wheels have come to stay in Scranton; and while the riders of our neighboring cities seem to treat their wheels as instruments of passing pleasure, we look on them as necessary to a healthy and joyous existence.

"Soon after my election as captain, I endeavored to inaugurate weekly runs. When roads were good these were attended with a fair measure of success, but towards the last the members seemed

to prefer a semi-solitude. Whether this was on account of a desire to practise those gymnastics peculiar to the bicycle unseen by mortal eye, it is difficult for me to say. At all events, a visit to the repair shop of Mr. Tisdell occasionally showed that some of us had spent our solitudinary rambles with good effect. While deprecating this desire to worship Nature, and commune with her alone in a quiet corner, as injurious to good fellowship, I must confess that a contemplation of the fleecy clouds from the gravel-bank of a river's side, or a momentary glimpse of eternity over an Olyphant stone wall, is better appreciated when no one is near to comment on the vanity of things earthly.

"Early in July your president and captain took a trip over the beautiful road from Port Jervis to Bushkill. I doubt whether there is a more beautiful run in this country. Starting from Port Jervis at 7 A. M., we reached Bushkill at 12.30, stopping for birch beer at odd places, being two hours and a half on the way. After an hour's rest, and dinner, we proceeded to the Delaware Water Gap, arriving there at 6 P. M. The ride was full of pleasure, and free from accidents, except on one hill a certain steel steed took the bit between his teeth, and galloped to the foot with his rider hatless and almost breathless. I should not have known this, being some distance in advance, had I not surprised the rider in the act of offering a hymn of thanksgiving for his safe deliverance. He told me that his horse made no more of rocks than of sand, and as his feet slipped from the stirrups he could no more than cling to the saddle and trust to Providence. I must say that kind of trust is good, except on an Olyphant hill, with a stone wall at the foot, and a prostrate wheelman between you and safety. This trip was afterwards taken by Messrs. Hand, Kolp, Pentacost, and Rockwell, with much enjoyment, though I believe Mr. Kolp had a taste of Pike County 'Thank you-ma'ams,' and Messrs. Rockwell and Hand of the specific gravity of Monroe County sand.

"On the anniversary of our organization we had a very pleasant run, and afterwards I had the pleasure of entertaining the club at my residence, our pleasure being much enhanced by the mellifluous notes of our secretary's dulcet voice in 'Over the Handle Bar.'

"At the request of the executive committee of the Lackawanna Agricultural Association, some of our members, during the fall meetings, entered for a race, a half a mile, for a League pin. The race was won, after a hard struggle, by the young giant of the club, Mr. Harry Fillmore. At the same time a race took place between Mr. William Rockwell, of our club, and Mr. E. Wade, of the Iron Company Ramblers, which was won by the latter after an exciting contest. Having always been of the opinion that Mr. Rockwell was handicapped by being compelled to take the outside with a

smaller wheel, I consider the result as decidedly unsatisfactory. But I want to here express my decided opinion against unprepared and untrained men indulging in such desperate efforts as are necessary in a race. I think that much of the repugnance existing in ignorant minds against the bicycle, on the ground that it is injurious to health, has arisen from observing the results of over-riding and over-effort. The best thing can be abused: but easy, careful, judicious riding (and plenty of it, too,) is, to me, the most exhilarating, buoyant, health-giving exercise I can indulge in, and I propose to keep it up till the bones and muscles of an aged body cry Halt!

"In accordance with a resolution of the club, an entertainment was given in October. Much credit is due the committee for the pronounced success of the undertaking. In response to our invitation, the Binghamton Club visited us, and in the afternoon we took a run to Olyphant, stopping on our way at Mr. Jermyn's store, where Mr. Hand, after treating us handsomely, joined the clubs. Barring a few accidents, the run was very successful, and in the evening the drill equally so. With past experience, our next entertainment ought to be still more successful.

"The season for runs has, strictly speaking, now closed. In the season to come let us exert ourselves to make more riders and to infuse into all an admiration for the graceful art of which we are votaries. By having a regard for the road rights of others, treating all politely and reasonably, giving way ourselves when necessary to good feeling, and setting our feet on intrusiveness of any kind, we can go far towards making people feel that riders are always gentlemen."

Bicycling on the Continent.

THE sport grows in Italy; a club of forty members flourishes in Milan, under the name of *Cercle Velocipedique Milanais*.

ROMEO BISINI and Adolfo Cardilli, members of the Rome Bicycle Club, started for Aquila on 25 November, and in spite of bad weather and roads, arrived in fourteen hours, having accomplished one hundred miles. They returned the same distance in eleven hours, in still less favorable weather.

IN the latter part of November Oscar Browning, professor at Cambridge University (Eng.), rode through Pordecone on a tricycling tour. He started 11 August, and has ridden through Belgium, France, and Germany. His distance is nine hundred miles.

THE grand bicycle meet at Vienna, Austria, will take place next May. There will also be a monster meet at Prague in the same month.

M. SCURI has imitators. At Vienna, or some time, a monocyclist has been giving exhibitions at the Orpheum, and has met with great success.

Two new tricycles will be brought out this spring at Paris, both of entirely new model. Great speed is expected of one.

BEFORE 1 December, M. Lariviere, on completing 2,760 miles since 1 January, 1882, entertained his friends.

A CORRESPONDENT of the *Sport Velocipedique* mentions a new method of arranging a racing saddle. The spring is dispensed with, and the point of the saddle rests directly on the backbone. By this the rider is enabled to take a larger machine than usual. It is found best to place a piece of rubber between the saddle and the backbone. Behind the saddle there are two iron supports, about two inches apart, and fastened by rollers to the two halves of a split ring, which encircles the backbone. In adjusting the saddle it is necessary to place it at the same inclination that a saddle placed on a spring would have when bearing the weight of the rider. This arrangement is said to work well on a good track, as the saddle is free from the oscillations caused by the elasticity of the ordinary spring. These oscillations, in a long race, are very fatiguing to the rider. When tried on ordinary ground this form of spring (?) gave much better results than were expected.

ACCORDING to *Le Veloce Belge*, the Minister of Public Works of Belgium, in a recent circular addressed to dealers in and manufacturers of bicycles, asks them to place at his disposal bicycles of every description, as he intends to experiment with the employment of the wheel in the telegraphic and postal service. The experiment should be tried with young postmen, who are much more able to learn to use the wheel than older persons. It seems likely that, with two weeks' practice, they could ride, when on duty, at a speed of six or eight miles an hour, according to the character of the road. For postmen, however, the tricycle is the more suitable machine, as they must deliver packages as well as letters.

THE same paper says: "The sporting papers of England and France often consider the question of the invention of the velocipede. It has been lately shown that in 1693, Ozanum, member of the Academy of Sciences of Paris, gave a description of a carriage, in which a person could have a comfortable seat, while a servant mounted behind moved the carriage by working with his feet on two pedals. So it is to France that the honor of the invention of the velocipede belongs.

WE learn from the *Veloce Belge* that in the races at Mons, 25 June, E. Van Berendouck of Brussels won the championship of Belgium. The distance was one mile, and the time of the winner 2m. 49s. The times of the second and third men were 2m. 50s. and 2m. 54s. respectively. This race was open to members of the V. C. M., and there were twenty-five starters. The championship of Belgium, for two and one quarter miles, was

also won by M. Berendouck; time, 6m. 40s. This last race was open to all Belgian riders.

Occasional Notes.

WHAT appears very bad form in the professional quarters on this side of the Channel is the manner in which the pro.'s issue bogus challenges, which they never mean taking on, but fancy it is a good cheap self-advertisement, but in my opinion decidedly bad taste, and goes further to spoil the already bad name of a professional bicyclist.

BICYCLE races in France can give our meetings a long start as regards "show," public and prizes.

Nearly every competitor of any note wins his expenses, as there are about five or six prizes, all appropriate value, and there are seldom any handicaps. The principal events are scratch races, which may perhaps be unfair to some men; but nobody grumbles, every one enjoys the sport, as they do the elaborate banquet after the race meeting, which, by the by, is given gratis by the club to competitors and their friends.

SEVERAL military bands are always engaged for the meeting, and a procession of cyclists promenade the principal thoroughfares of the town;

Whilst "Jules" Terror performs some marvellous tricks ahead of the procession, to the astonishment of the enormous crowd who patronize the great Fêtes Vélocipédiques.

THE latter clever trickster is, I must admit, the most wonderful man that I ever witnessed on two wheels. He can do some very fine feats of skill, mostly by the pedal, and I can safely designate him as the "Champion Trick Rider of the World." — *Bicycling Times*.

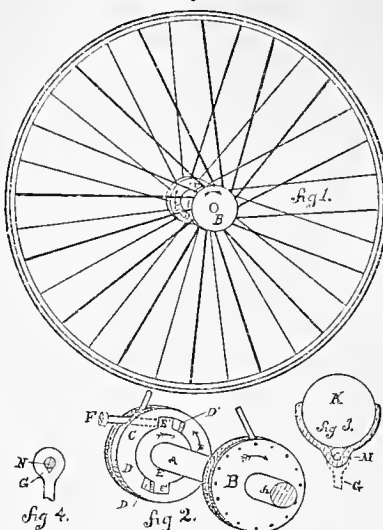
OUR PORTRAIT GALLERY



No. 7. WILLIAM H. MILLEP,
President of the League of American Wheelmen.

MANUFACTURE

A New Bicycle Wheel.



IN the BICYCLING WORLD of 15 December, mention was made of a new method of attaching and tautening the spokes of a bicycle wheel, and at our request the proprietors, Messrs. Myer & Myers of Logan, Ohio, have sent us the above illustration of their invention. Of course, beyond what the cuts show, and the explanations on their circular, which we give below, we can form no certain opinion what its merits in practice would be; but from what such data afford, the wheel impresses us favorably, provided the additional expense of manufacturing will not greatly exceed that of the ordinary bicycle wheel. Certainly, none of the present methods of attaching and adjusting the spoke are satisfactory, and we believe there are many ways in which improvement is possible. The "loop" method, in the wheel under consideration unquestionably is stronger and more durable than either the screw threaded or the headed end; and if the adjusting appliance is equally simple and efficacious, and not easily liable to derangement, the whole invention is worthy the attention of both riders and manufacturers. The following is the explanation of the drawings: Fig. 1 represents perspective view of wheel. Fig. 2 diagram arrangement of hub; B represents a flange, and E disk, both being formed solid on axle; C movable flange, in which works a screw F, for adjusting wheel. Fig. 3 cross section of felloe; J represents rim, K rubber tire, G spokes, and M pin inserted through loop of spoke. Fig. 4 looped end of spoke. After the wheel is drawn tight by means of screw F, a filling is inserted in recess, between lower projection of disk E and flange C, and screw can now be loosened and relieved of all undue strain.

The following are the distinctive features claimed by the proprietors for this new wheel: 1. The spokes with looped ends make the strongest connection that

can be made in a suspension wheel, no heads to pull off or nipples to turn loose. 2. The spokes being of equal length, the wheel cannot become untrue, and an injured spoke can be replaced in a few moments' time. 3. Owing to the arrangement of the spokes the twist of the hub, caused by the pressure of the foot on the pedal, is held by the tensional foot of the spoke, and the hub is held very firm and rigid, while in the old wheel the hub is held by the bending strength or stiffness of the wire.

For more particular information respecting details, we would advise our readers to address Messrs. Myer & Myers, Box 42, Logan, Ohio.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. West, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received:—

Edwin Oliver, 22 New Church street, New York City.

Harry Jones, Cosmopolitan Hotel, New York City.

E. F. Le Caro, 105 South street, Baltimore, Md.

J. D. Chesney, 130 W. Balto street, Baltimore, Md.

E. W. Hodgkins, 18 School street, Boston, Mass.

A. W. Smith, 105 Main street, Buffalo, N. Y.

Clarence W. Arnold, Main street, Leicester, Mass.

NOTICE. — At the last regular meeting of the Ixion Bicycle Club, it was unanimously voted to extend the courtesies of the club to all visiting members of the B. T. C., and to place the club-rooms at 4 East 59th street, New York City, at the disposal of the chief and State consuls of the United States, for any meetings of the B. T. C. which it might be desirable to hold in that vicinity.

MEMBERS wishing to participate in the B. T. C. excursion to England, sailing 21 July, 1883, should communicate with the chief consul at as early a date as convenient.

B. T. C. New York Meeting.

A MEETING of the Bicycle Touring Club members of New York State was held at the residence of State Consul F. G. Bourne, on Tuesday, 9 January, at which were present Messrs. Bourne, Jenkins, Pitman, Myer, and Sanford. Mr. Fred. Jenkins tendered a report of the first meeting of the club, held in the autumn of 1882, members named as present being Messrs. Weston, Bourne, Jenkins, Pitman, Smith, Haywood, and Cunningham, said meeting having been authorized by Chief Consul Weston to embody and draft a constitution and set of rules, similar in form, general construction, and charter to that of the home office, but so amended as to be amenable and applicable to the requirements of members in the United States. He stated that said document was duly embodied as called for by the requirements, that it was forwarded to the chief consul, who was just about leaving for England, and who had intended to take it with him to present to the attention of the home office; but that since that time nothing had been heard from in regard to it, and he accordingly recommended that the present meeting take some cognizance of the fact. On motion of Mr. Pitman, a resolution was passed to the effect that inquiry be made of the chief consul through Consul Bourne as to what disposal had been made of the draft of rules, etc., intrusted to him by the committee.

The special business of the meeting, namely, the election of a city consul, was then taken up, and F. A. Egan, president of the Ixion Bicycle Club being the only candidate's name presented, he was, on motion of Mr. Jenkins, unanimously elected by acclamation.

On motion of Mr. Sanford, a resolution was passed that inquiry be made of the chief consul as to the progress made in the matter of obtaining a die for the manufacture in the United States of B. T. C. badges, royalty being paid to the home office.

During the evening Consul Bourne's excellent lady invited the members to partake of refreshments, and graced and made pleasanter the occasion with her presence. A vote of thanks to Consul Bourne and Mrs. Bourne was passed unanimously, and the meeting adjourned.

BENJ. G. SANFORD, *Secretary pro tem.*

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Burley B. Ayres, 189 Michigan avenue, Chicago, Ill.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., protém.*

MASSACHUSETTS RI. CLUB: *Add.*
3301 Renslow Crosby, 383 Washington st.
3302 James W. Farrington, 352 Washington st.
3303 F. W. Hymer, care Little Brown, & Co., Boston, Mass.

GREENFIELD BI. CLUB: *Add.*
3304 Walter N. Snow, Greenfield, Mass.
3309 L. B. Boutwell, Pres., Greenfield, Mass.
3310 Benj. F. Butler, Capt., Greenfield, Mass.
3311 Fred E. Hawks, Asst. Capt., Greenfield, Mass.
3312 F. R. Hollister, Greenfield, Mass.
3313 F. H. Ulrich, Greenfield, Mass.
3314 Hollis B. Bagg, Greenfield, Mass.

UNATTACHED:
3305 E. H. Greene,
Recorder's Office, Municipal Ct., Portland, Me.
3306 H. F. Libby,
Clerk of Courts Office, Portland, Me.
3307 G. S. Pitcher, 34 Pine st., Portland, Me.
3308 Daniel F. Wing, Waterville, Me.

CORRECTION: — "Will. H. Fendrick" in list of applications for 15 December, should read: Will. H. Fendrich.

Meeting of the Racing Board, L. A. W.

The first meeting of the Racing Board was held on Wednesday evening, January 10th, at the Metropolitan Hotel. The following members were present: S. A. Marsden, New Haven; Geo. D. Gideon, Philadelphia; and Fred. Jenkins, N. Y. After an informal discussion of the prominent questions, the meeting was called to order at 8 P. M., and Mr. S. A. Marsden was chosen Chairman, and Mr. Fred. Jenkins, Secretary. The rules of the Racing Board were taken up one by one, and the following changes were suggested, and will be presented at the next meeting of the Board of Officers for approval:

RULE 1. The word *not* was stricken out from the sentence "whose games have not received the written sanction and indorsement of the League Racing Committee," as it destroys the sense of the rule. It thus reads as follows:

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have received the written sanction and endorsement of the League racing committee, will be disqualified from competition in future League races, unless this disqualification shall

be subsequently removed by the board of officers of the League.

Rule 14 was amended to read as follows: — All championship races shall be held under the immediate supervision of the League or its constituent clubs, or the National Association of Amateur Athletes of America in conjunction with the League. No trotting, athletic, or other non-League organizations shall be allowed to hold State bicycle championships in which League members shall compete, without the special sanction of the Racing Board.

By this amendment it will be seen that championships must be given by the League, or the National Association of Amateur Athletes in conjunction with it. Privilege to hold State championships may be granted to League Clubs or authorized Associations, when the importance of the meetings is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

OFFICIAL HANDICAPPER.

In accordance with the rules, an official handicapper remained to be appointed, whose duty it would be to frame handicaps for such clubs and associations as desired his services. Mr. Fred. Jenkins was then elected "Official Handicapper of the League," and the following fees were fixed as compensation for the service to be rendered: —

FEES FOR HANDICAPPING.

A fee of \$1 for each race for which five or less contestants are entered, and fifty cents for each additional five names. Employment of the Official Handicapper is, of course, not compulsory, but nevertheless recommended. After a short discussion, the following directions were suggested for those who desired the sanction of the League to their games:

APPLICATION FOR THE SANCTION OF THE RACING BOARD, L. A. W.,

must be made to any member of the Racing Board, indorsed by a League officer or at least two League members, and a full statement of the character of the proposed race must accompany the application, which must be filed at least ten days previous to the date of the proposed meeting, in order to allow time for investigation. As it is not within the power of representatives and consuls or other League officers to sanction races, it is recommended that the *BICYCLING WORLD* and *The Wheel* publish regularly the names and addresses of the members of the Racing Board under the L. A. W. standing notice.

OFFICIAL RETURNS.

Should the application receive the approval of the Board, a blank will be forwarded to the parties to whom the same is granted, which report must be filled out and returned to the secretary, accompanied by a list of field officers, or better still, a printed programme to be filed for reference. The Board is required to appoint a League member in the immediate vicinity of the races to see that the rules of the League are properly carried out.

FIELD OFFICERS.

At all race meetings, it is desired that the following officers be elected: — A referee, two judges, clerk of the course, starter, and three timekeepers, who shall also act as scorers. At small race meetings, the number may be reduced according to circumstances, and it is not necessary that they be League members. But the Board requires that at least three timekeepers be on hand, one of which shall be a member of the League.

RACING RULES, ETC.

The secretary was directed to have copies of the racing rules and instructions printed and supplied to the members of the Board for distribution to any one making application for the same. Ignorance is no excuse for the violation of the League rules, and racing men are warned that if found competing in unauthorized games, they will be debarred from entering any approved races or the championship games of the League and National Association of Amateur Athletes of America.

TRACK MEASUREMENT.

The Racing Board recommends that the official measurement of racing tracks be the same as the English and American athletic standard, which is as follows: — "The measurement of tracks shall be made eighteen inches from the inner edge, which edge shall be a solid curb raised three inches above the level of the tracks." In connection with this subject, the Board wishes to state that it is its intention to recommend this standard to the Bicycle Union of England and the National Association of Amateur Athletes of America, so that the standard will be the same all over the world, and comparison of records rendered intelligent and comprehensive.

The Board recognizes all records made in the past on tracks exceeding this standard, up to three feet, until the above amendment is adopted by the L. A. W. Board of Officers, but from information at hand from reliable

English and American authorities, they strongly recommend the eighteen inches measurement.

CLASS HANDICAPS.

As this subject has met with some discussion, the matter was carefully looked into, and its advantages and disadvantages fully discussed. The Board feels, however, that the appointing of an official handicapper will tend to make future hand cap races satisfactory and do away with the necessary evils of the class system.

FLYING STARTS.

As the present rules provide that a start shall be made from a standstill (the competitor mounted on his machine, and pushed off by an attendant), the Board sees no reason for recommending any change at present.

AMATEUR V. PROFESSIONAL.

The Racing Board declines to sanction any race between an amateur and a professional, as tending to establish a bad precedent, and one not in accord with the N. A. A. A. The action of the Board in the recent Prince-Frye matter was indorsed unanimously by the meeting.

ANNUAL RACE MEETING.

In view of the fact that the two annual race meetings of the League have resulted in financial failure, it was decided to ask the Board of Officers, at the next meeting, to amend Rule 11 of the Constitution, to read, "Once a year, preferably in autumn, there shall be held a race meeting, under the auspices of the League and the National Association of Amateur Athletes, for which suitable championship medals shall be provided. These races open to all amateurs. There shall also be a prize offered for the League championship (distance one mile), which shall remain the property of the League until it shall be won three times by the same competitor."

There being no further business before the Board, the meeting adjourned at 11.45 P. M.

FRED. JENKINS, *Sec.*

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

J. H. K., Milwaukee. — The membership committee of the League are E. K. Hill, 424 Main street, Worcester, Mass., Henry W. Williams, 283 Washington street, Boston, and Chas. P. Shillaber, 124 State street, Boston.

B. B. A., Chicago. — Letter received. Thank you. Will write you soon.

F. S. P., Salt Lake City. — Communication and New Year card received. Thank you.

L. J. B., Detroit. — Received too late for this issue; will appear next week. Glad you are considering the subject.

B. T. C. Matters.

At the 16 December meeting of the B. T. C. Council, the following resolution was passed: "That this meeting views with great regret the recent action of the League of American Wheelmen in abolishing the disqualification hitherto placed upon professed and paid teachers of riding, and resolves that, until the restriction be restored, membership in L. A. W. shall not entitle the holder to membership in the B. T. C. (as hitherto), without the production of further references."

At the general meeting, held the same day and place (Liverpool), a report of the circumstances attending the defalcation of the late honorary treasurer, S. H. Ineson, was made, by which it appeared that the amount embezzled aggregated £258 11s. 16d., and the speculations had been going on for some time. Ineson had gone to Australia, and although his whereabouts was known, it was not deemed advisable to attempt to bring him to justice.

The subject of changing the title of the club to "Cycle Touring Club" was discussed, and the change proposed very

generally approved, but, on motion, it was voted that a poll of the whole club be taken, as certain to give more general satisfaction in the result.

Ladies' Dress.

I HAVE read with feelings of surprise the proposal of Mrs. King of the Rational Dress Society, with regard to a model ladies' dress. It must surely be known that the great objection to tricycling entertained by the upper classes of society is not so much to the sport, but the idea that it is conducive to the horrid fashion of "aping men," so prevalent at the present time. The adoption of this masculine habit would most certainly retard the adoption of the tricycle amongst ladies. They have even now, as I can testify, no small annoyances to put up with from boys and very proper ladies. The result of the adoption of such an *outré* dress would be that *no* lady either could or would ride, and subject herself to the insults a novel costume would entail. The fact is that the proposed dress is — taking it all round — perfectly unnecessary. I do not mean to say that no special dress is needed, but an ordinary walking dress, made without loose trimming — simply two *heavy* kilts and a scarf round — and in some dark brown or grey homespun stuff, is all that is necessary. A well fitting, tailor made jacket — not tight, simply well fitting — completes the costume. I must say that a costume is made in this style by Duncan Smith, of Regent Street, and it only costs £2 10s., and is termed by them the "Knock-about." With a skirt with two heavy kiltings at the bottom, and not tied back — reaching to about the middle of the instep — and a nearly vertical machine, no one can see any leg above the boot top. I always ride in this costume, and very high, consequently some of my friends who were shocked at the idea of my riding are now quite different in their opinion. I was watching carefully this morning when my sister was riding my "Salvo," and she did not once show above her boot top. The thing for lady tricyclists to observe is not to wear the fashionable tied back skirts, but loose ones. To *sit high* so that the foot only just reaches the lower pedal. To sit upright and easily, and last of all to avoid any display of loud dress. The prejudice against ladies riding is still very strong. It may be eradicated by the cultivation of a quiet and lady-like style of riding, but if an *outré* style of dress and riding be adopted, society will put its *veto* on it, and the sport to all intents and purposes will be "boycotted." — *Matterhorn in Tricyclist.*

CURRENTE CALAMO

THE articles of agreement for to-morrow's race between Prince and Frye, were signed by the parties last week, and the stakes (\$300 a side) placed in the hands of the editor of the BICYCLING WORLD,

who, under authority, has appointed Mr. E. C. Hodges, president of the Boston Bicycle Club, referee. The event is attracting much interest among the sporting fraternity, and it will doubtless prove the most exciting of the three splendid contests between these noted fliers.

THE Union Athletic Club of Boston will hold its annual winter games in the Mechanics' Fair Building, 5 February.

WALTER O. FAULKNER of the Star Bicycle Club of Lynn gave an exhibition of fancy and trick riding, at the skating rink in that city, last evening.

TOM HARRISON, with about thirty seconds' start, would give Prince a good pull in a ten-mile race.

WE would like to see a ten-mile handicap race, with the following entries and starts: Frye and Prince, scratch; Woodside, 20s.; T. Harrison and Mellen, 30s.; Geo. Harrison, 1m.; W. Young and J. Wilson, 1m. 10s.

THE annual election of State officers of the League is near at hand, beginning 10 March.

MR. A. E. SWARTOUT, an enthusiastic wheelman and enterprising merchant of Auburn, N. Y., has recently changed his quarters and extended his business facilities. We wish him continued success.

THE firm of Schuyler & Duane, New York, start the new year on a new basis, and the business will hereafter be conducted by R. V. R. Schuyler. The house is agent for the Coventry Machinist Company, who make the Club Bicycle and the Cheylesmore Tricycle, both highly reputable machines.

MR. H. D. HEDGER has removed his bicycle repairing establishment to 8 Church street.

THE wheelmen of Battle Creek, Mich., are projecting a meet at the skating rink.

SECRETARY HORACE A. BLACKISTON, of the Philadelphia Bicycle Club, married, on the 11th inst., Miss Anna P. John, of Pottsville, Pa., one of the belles of that place, and an ardent admirer of both bicycling and her fortunate and happy husband. We heartily congratulate both on their possession of each other, and their similarity of tastes, and wish them all anticipated joys in their new "sociable" relation.

MR. E. P. DAY was elected lieutenant of the Lancaster (Pa.) Bicycle Club at the recent annual meeting, but the fact was accidentally omitted in the report of the secretary.

WE regret to learn that Prof. Benjamin Mason, of the German-American Teachers' Institute, of Milwaukee, father of Mr. Elliott Mason, of New York, manager of the Columbia Riding School, perished in the recent great hotel fire in the former city. He was a man well known and esteemed in educational circles.

SECRETARY E. R. BELLMAN, of the Essex Bicycle Club, gave his club a re-

ception at his residence, in Newark, N. J., 12 January.

A SUBSCRIBER in declining to renew, says it is "from a lack of desire for any publication of the kind, and not a transfer to any other journal. Bicycling here is n. g. — don't seem to *take* with the strength it ought among the class that is able to buy machines." That "class" evidently needs education.

IT is too late for the management of the race meeting in the Institute to-morrow to obtain the sanction of the racing board for its amateur events in accordance with the formula suggested by the board at its meeting last week, but we presume, as that formula is not an adopted rule, it will only affect events occurring subsequently to its promulgation, and therefore will not apply to to-morrow's races.

SEVERAL members of the Chicago Bicycle Club are projecting a big tour through Canada early in the summer, taking also in their route some of Michigan, New York, and Ohio, the time to cover about ten days' riding.

NEWTON CRAWFORD of Louisville won the five-mile bicycle race in the events at the Exposition Rink, under the auspices of the Kentucky Bicycle Club, last Friday, Crawford of Chicago falling twice, and breaking his machine, and withdrawing from the race.

CAPT. BECKWITH of the Citizens', E. A. Tompson of the Lenox, and Fred. Jenkins will be present at the race between Prince and Frye, to-morrow evening.

MR. CHAS. F. HANDY of Providence, has invented and applied to a National Tricycle a practicable two-speed apparatus, which we have seen and think will prove a success. We are not yet at liberty to describe it, but will say that Mr. Handy was induced to turn his attention to the subject by the articles and suggestions published from time to time in our columns.

IN our Portrait Gallery this week we give a counterfeit presentment of Mr. Miller, the president of the League. We applied to him to give some account of himself to accompany it, but he modestly declined; so we publish his "liniments" without, and console ourselves with the reflection that such a good-looking man needs no history.

THE racing events to come off at the Institute Fair Building to-morrow afternoon, ought to attract an immense audience. We understand that the mills of Marlboro' will close to allow the operatives to attend and witness the anticipated triumph of their fellow-townsmen.

J. MOODIE, JR., at Hamilton, Ont., has been tricycling on ice in the bay recently.

SOMEBODY in France has made a steam tricycle, for which he claims wonderful speed.

FRYE and Prince have been getting weighed, measured, and examined by Mr.

Roberts, the professor of gymnastics at the rooms of the Young Men's Christian Association of Boston. Mr. Roberts finds no remarkable physical development in either of the men. Frye, he says, has naturally the most promising physique, but it is not as well developed as Prince's, the latter's respiratory development being better, giving him consequently better staying powers, but by proper training Frye could become the better man. The lower legs of neither are abnormally developed, the greatest gain being in the thighs, but both men are especially well built for bicycling.

THE Springfield Bicycle Club tournament is now pretty definitely set down for 1 February, at the Institute Fair Building, Boston, and the value of the prizes to be competed for will aggregate \$700.

PRINCE and FRYE.

Great Bicycle Race,

FROM SCRATCH.

JOHN S. PRINCE vs. LEWIS T. FRYE,

For the Championship of America

— AND —

STAKE OF \$600

Amateur Events the Same Day.

Five-mile straightaway race, open, to all amateurs. First prize, Gold Medal; second prize, Silver Medal. Entries close Thursday, 17 January, to the Editor of the BICYCLING WORLD.

Five-mile race for the championship of the Bay State Wheel Club of South Boston.

AT THE INSTITUTE FAIR BUILDING,

At End of Huntington Avenue,

Under the auspices of the Institute,

Saturday Afternoon, Jan 20.

Doors open at 2 P. M. First race at 3:30 P. M. Horse-cars will run from Scollay's Square. Reserved seats for ladies. Admission, 50 cents. The building will be heated by a new apparatus and hot-air blowers that will insure a good distribution of heat.

JOHN S. PRINCE is in daily attendance at the Institute, and will train those who wish his services. Admittance for riding, 25 cents. Storage for machines. Clubs who wish to hold races can make very favorable terms with Mr. Prince.

HORTICULTURAL HALL.

Entertainment by the

Massachusetts Bicycle Club,

Saturday Evening, Jan. 20, 1883.

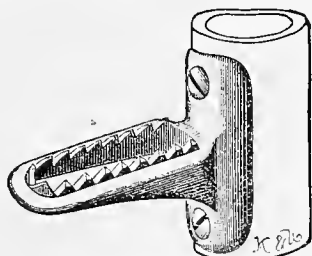
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HARWOOD'S SAFETY BICYCLE STEP.



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Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of

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For terms to agents, address as above.

Price, Plain, 50c.; Crocus Polished, or Nickerled, 75c.

Exact Size.



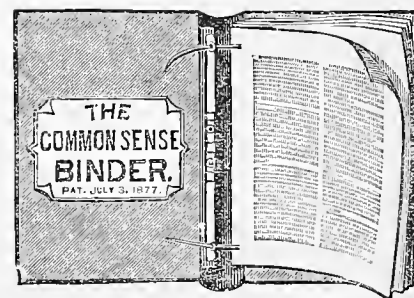
WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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FOR SALE.—Bicycles 53 S. H. F. Premier; 56 D. F. H. F. Bristol Challenge; 54 Special Columbia, all full nickel and as good as new. Will sell two W. C. MARVIN, Sec. O. B. C., Ovid, Michigan.



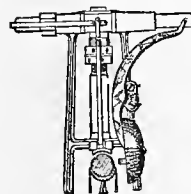
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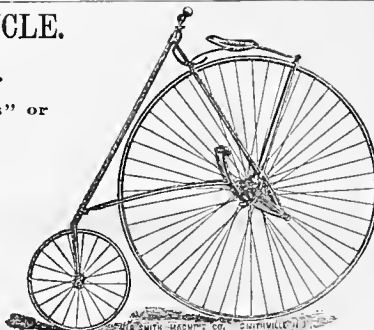
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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

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* 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. * 1 44 in. "Meteor," full painted, \$75.

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The Official Organ of the League of American Wheelmen.

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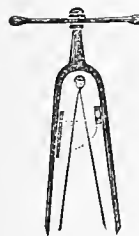
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OF THE

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Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 26 JANUARY, 1883.

OHIO IN ARMS

OHIO wheelmen are just now much agitated over a bill which has been introduced into the State Legislature by "a Mr. Green of Shelby," ostensibly to regulate the use of bicycles and tricycles on the public highways, but aimed in reality at their utter suppression. The reader will find the text of the proposed act in a clipping elsewhere in our columns. Of course, the attempt is absurd, as the passage of the act would be, if not unconstitutional there, at least a violation of common law, and as such will soon be squelched by the lawyers. We presume Mr. Green is one of those human asses who generally form a feature of all legislative and municipal bodies, and having at some time had his nerves and his vanity both aggrieved by a bicycle, he seizes

an opportunity to bray his remonstrance. We can assure wheelmen of the Buckeye State that he is much less dangerous than a mule, notwithstanding the superior length of his ears, for we cannot believe the voters of Ohio sent a great many of the same sort of animal to sustain him in his present ridiculous attitude. If they did, we shall not encourage the selection of any more Presidents from that State. Of course some effort must be made to meet the attempt, or the amendment (?) might slip in unawares, and we are glad the bicyclers are waking up to the importance of it, but we are confident that the result will be favorable to bicycling in many ways beside the immediate disposition of the bill. If such an absurd act could be passed, it would kill bicycling in Ohio, as the provisions are such that no one could ride with any comfort outside of his garden path, for except in remote country roads the terrible horse would be met about every twenty-five yards or so, which would necessitate almost continuous pushing the machine to one's destination. We are receiving numerous communications from the wheelmen there in regard to it, and we are informed that President Miller of the League, and the officers of the L. A. W. are taking prompt measures to fight the bill if it shall be found necessary. As we have said, however, we do not apprehend any danger of so absurd and unjust a measure ever passing in so intelligent a community as Ohio, but in such an event the more intelligent courts would pass prompt condemnation on it in the first case presented.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The Moral is —?

ON New Year's Day, riding comfortably to the park in Brooklyn on my Facile, — which bore me as smoothly and gently as a combined cradle and rocking-horse might do, — I met a number of wheelmen leaving the park. Among them was a young man afoot, in ordinary clothes, the machine he had been riding following in charge of another. A damaged hand, and ugly cuts on his forearm and one side of the head, showed that it had gone ill with him. Five days afterwards, as I am informed, he suddenly died, and examination revealed extravasation of blood on the brain, of course caused by the blow of the fall.

The case reminds me of one not many months ago in Ohio, in that (if I recollect the details exactly) a rider fell on the path in attempting to avoid a child, injured his nose visibly, but kept about, making little of it, the character of the injury revealing itself afterwards, however, by sudden death.

Search of files would reveal more cases of death from the wheel, and certainly more of injury, than one would suppose, and the number of uncounted minor hurts is doubtless large. I have myself known of hands put on enforced vacation for weeks by no more extraordinary mishap than jumping a little too far in mounting, and the number of close "calls" from harm which just miss being answered, it is not worth while to estimate. The only wonder is that haps and fatalities are not more frequent than they are, as it is that so few young children escape the staircase and the other cruel giants which bang their tender bones; but Nature is kindly, and the human frame does stand great abusing. Probably the proportion of hurts per bicycle is not greater than that per horse, and it may be smaller; all the same the steel horse is one of mulish heels and uncertain tricks.

The moral is, whatever else you extract from it, care is the first duty; but he who never felt a wound is as likely to jest at care as at scars and the risks are secretly if not openly dear to many a rider. The acrobat who stretched his rope a foot from the ground would get derision instead of dollars, and the wheelman who, like him, goes out for show, and is happy according as he thinks he draws looks of mingled wonder and admiration, will continue to abjure care *because* it is not recklessness. No doubt this class of riders will continue. I bid them God-speed, and hope misfortune will keep behind them without overtaking. For the path and the exhibition course, the highest and airiest wheels are appropriate; but for practical use the qualities of severe utility should be studied, provided we ride for the sake of riding and not to please and astonish lookers-on. The wheel has passed its day of value as a trick and a toy especially; it must hereafter hold its use by what it can *do*. The drift of events is in that direction. For example, nickel is less fashionable than formerly, because fashion is made by experience to stand second to utility; in like manner, the question of survival between bicycle and tricycle, between the several patterns of each, and between the several details of construction, must be gradually decided upon the rule of practical utility. As nobody who cannot use a machine buys one, and nobody buys one except to use, the things which admit the best use will hold out longest. Comfort, convenience, ease, and safety, will certainly receive more and more consideration, as they should. I am not in the prophecy line, and I don't expect to see the ordinary bicycle go out, as being dangerous, for everything is dangerous

and the possibilities are always against us; but I do expect to see danger less readily accepted—certainly less preferred—henceforward, and safety more thought of and more thought worth having.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 15 JANUARY, 1883.

Louisville Racing Matters.

Editor Bicycling World:—A good starting for the new year; we are happy and contented with our success in bicycling matters, and wish you and all bicyclers a happy new year, fine weather and good roads—all a rider can wish for. The Kentucky Club held its first race meeting for the year of 1883, proving a successful event in both finance and attendance, and in having superior racers over the wheelmen from other cities. The main event of the meet was a championship race of five miles between three large cities. Entries, W. R. Crawford of Chicago; N. G. Crawford of Louisville; W. H. Reed of Cincinnati. At the word go, Chicago took the lead, held it for three laps, and then fell; but quickly mounting, lost only half a lap, soon overtaking and passing Cincinnati, and working hard to catch up to Louisville, which he did inside of the second and third mile; but there misfortune overtook him again, he falling the second time on one of the curves, bruising himself and machine, and forcing him to withdraw. He is a plucky young man; no doubt of that. On being picked up for the second time, his first words were, "Put me on again." The race was very interesting for the time it lasted. For Cincinnati, Reed was never in the race, and Louisville had its own way. The time was as follows: One-mile, 3 32; two-miles, 7.13; three-miles, 10.42; four-miles, 14.20; five-miles, 17.58. Chicago Crawford rode a 51½-inch Yale racer, he having made the same distance on New Year's Day in Chicago, in 16.07½. He is very light,—about one hundred and five pounds, I should say,—and we were badly taken in by him. He made many friends here, and is well liked by all. Our Crawford rides a 34-inch Expert. Reed rode a 52-inch of the same make. Jenkins, Crawford and Franke will attend the races held in Chicago, on Washington's Birthday, 22 February, and will make it hot for big Brown, Conkling, Miller, and little Crawford. In the other events the winners were: of the two-mile race, Young; of boys' race, Smith; in one-mile handicap race, Willie, Franke, allowing Wells ten seconds start, and easily overtaking him before half the distance was run.

In the way of wheels the Harvard, Expert, and Premier have the run, but the Stars and Yale are well liked by some, and we expect a few more before spring. By the way, Stanley Huber gave a good exhibition of fancy riding on his 48-inch Star. His riding on one wheel was finely executed. Chas. Jenkins rides well, having several new tricks. Owen Thomas, our pioneer

wheelman, fell six weeks ago from his wheel in a fancy riding contest, and fractured his ankle, but now has completely recovered. Between our clubs, Kentucky and Falls City, I am sorry to say there is not the best of feeling in the world. At the last meeting of the Kentucky Club the officers elected were N. G. Crawford, captain; Aaron Cornwall, president; A. L. Pope, secretary and treasurer; Clarence Jenkins, bugler; John Adams, lieutenant. For the Falls City, Wm. T. Franke, captain; Henry J. Haupt, president; A. S. Dietzman, secretary and treasurer. The Kentucky Club is the largest, but Falls City is the most active, and belongs to the L. A. W., have fourteen active riders, eight being racers of good blood. One of its latest acquisitions, Edward Joyce (yet in his teens), is six feet one and a half inches, weighs one hundred and fifty-five pounds, rides a 58-inch Challenge (with his heels) and is expected to turn out as a good racing man, soon, to run and push our Louisville champion. Next month the Falls City Club will enter on its third year of existence. George and William Franke, two old members, have asked the club to hold its regular meeting at their residence on Broadway, as they intend to celebrate the event and entertain its members in a social smoke and ——— but that after transacting the club's business. Among our honored racers are Chas. H. Jenkins, he having won the fifty-mile championship of United States at Baltimore, and a fifty-mile race from Chicago; Will. T. Franke, twenty-mile race from St. Louis, and one from Lexington wheelmen; N. G. Crawford, the late five-mile from Chicago and Cincinnati; Henry Schimpeler (now in Chicago) one-mile heat, from Nashville; Owen Thomas, one-half mile-heat from Chicago; Clarence H. Jenkins, one from Salem, Ind., besides the one quarter-mile heat in last May L. A. W. meeting races held in Chicago; Henry Haupt, several five-mile races for 50-inch and under; Orville Anderson, ten-mile heat race for championship of Louisville; and many other racers. So far, Louisville has never lost a race, and does not intend to, so send your Eastern flyers down, or invite our racers up, and we will try to make the contests a little interesting. There is a good prospect of a great fifty-mile race between Jenkins, Crawford and Franke, which we are in hopes of seeing, in order to determine which is the better man.

NAMELAY.

LOUISVILLE, KY., 19 JANUARY, 1883.

The Tricycle We are Waiting For.

Editor Bicycling World:—Much attention is now bestowed upon tricycle construction; but the best practical results are yet to be achieved. I am of opinion that the tricycle will be the vehicle of the future; and that it is destined to greatly surpass the bicycle in popularity and in the wealth its manufacture will bestow upon the fortunate maker of the perfected machine. There

are certain points wherein I conceive great improvements can be made. The perfect tricycle will be arranged so that, with differential gear, by simply moving a lever, the power and speed can be adapted to suit the strength of any rider and to the resistance of any road, from smooth to sandy or rough, from level to ascending the steepest hill, or down hill. There must be some simple and effective device, allowing the rider at will to shift the power and speed over a range extending from two revolutions of the cranks to one of the driving wheels, to two revolutions of the driving wheels to one of the cranks, and to use any desired intermediate power or speed. In going up a steep hill, or over sandy roads, it may be desirable to drive the pedals twice around while the driving wheels turn only once; or to turn the pedals once and a half, or once and any other fraction, while the drivers turn only once. Or it may be desirable, on a smooth level or descending road, to make the drivers turn once and a half, or even twice, to each revolution of the pedal shaft. This facility of shifting the power and speed will also adapt the same machine to the strength of any rider, whether vigorous or weak, a man or a woman, or a child, old and slow, or young and fast, as well as to meet the requirements of any sort of road. This is the greatest of the still needed inventions. A tricycle from which one has to get off and walk, pulling it after him up hill or over a bit of bad road, will never attain the widest possible popularity and use. Nor will a tricycle which is not adapted to any rider, short or tall, young or old, strong or feeble, male or female. It costs too much to buy a separate machine for each member of the family, to meet his or her particular requirements; and one cannot so readily sell a machine which will not fit anybody and everybody.

Next in importance are lightness, strength, and durability. Lightness is very important, provided strength and durability are not sacrificed. Allow me to suggest the question whether the use of round tires for tricycles is necessary. Even if it be admitted that round tires are best for the bicycle (which many doubt), the tricycle, having three wheels, which do not tip sideways when turning a curve, but which always run upright and with level bearings, why may not a flat tire, perhaps slightly rounded on the bottom, and only a quarter of an inch thick to one inch wide, be just as good as a tire an inch thick, perhaps better? Such a tire would save from six to ten pounds weight, besides giving a broader bearing surface on the road, and a broader hold for the cement, and allow of a lighter rim.

The machine should be provided with both saddle and seat, and so arranged that a change from one to the other could be effected in a moment. The saddle or seat should be so arranged that it could be raised or lowered to suit any rider; and so that it could be shifted, backward

or forward, to suit any rider's desire to get directly over or more or less behind the pedals. It should be a front steerer. The power from the crank should be transmitted and applied at the centre of the shaft between the two large driving wheels below and behind the saddle or seat. Each of the large wheels should run loose on the shaft, when not held firmly by a clutch. This clutch should release the inside wheel at the slightest deflection of the steering bar, in turning a curve, so that the inside wheel could run slower, the work coming on the outside wheel, which runs the longest arc of the curves. This arrangement would preserve all the advantages of back pedaling, which is very important. It should have special contrivances for carrying luggage safely and out of the way. It should be enamelled whenever not nicked, and never be painted. It should have a lamp on each side. Its brakes, should bear equally on each driving wheel or else upon a special brake drum on the driving shaft; this last seems preferable. Instead of a special drum, brakes could nip the drum to which the power is applied on the main shaft, thus saving weight.

Such a machine could be driven at slow speed with very little power up hill, or over rough or sandy roads; could be driven with the usual power over a level road with the gear shifted to level; could be driven with great speed down an incline, or over a race track, by using more power and only a moderate motion of the pedals, by shifting the gear so as to make the driving wheels revolve faster than the pedals; could go slow and easy, or faster and harder, to suit any rider's strength, age, or desires; could travel over any ordinary road certainly faster than walking, with little effort, and could be used with ordinary clothing, by either man or woman or child, of course being provided with a sand and dust guard behind the front wheel, and with a shield over the gear or belt. Such a machine would have no side drafts, would steer easily and accurately, would run either backward or forward.

That is the sort of tricycle I want,—my wife wants,—and the older we grow the more we want it. If the bicycle is the poor man's horse, such a tricycle would be the poor man's and his wife's horse and buggy, ever ready; always safe; requiring no skill to avoid upsets or accidents, and no training to learn to use it; handy to have in the family. The American manufacturer who furnishes it will find ready sales, if his prices are fair, and be rewarded with a rapidly growing and profitable business.

PRESIDENT BATES.

WE are happy to inform the president that about all the requirements he mentions appear to be pretty well met in the National and one or two other makes, with the exception of the readily shifting gear; and this latter amendment will be supplied, we think, by Mr. Handy's attachment, already mentioned. — EDITOR.

RIDERS of the British Challenge bicycles are requested to forward their experiences and opinions of the machine to J. S. Dean at this office.

RACES

Prince and Frye Again.

THE CHAMPION STILL AT THE FRONT.

BOSTON, 20 JANUARY. — The third grand professional bicycle contest between John S. Prince of Boston, and Lewis T. Frye of Marlboro', for a purse of \$600, took place last Saturday afternoon, 20 January, at the New England Institute Fair Building, in the presence of about one thousand spectators. The diminished attendance, as compared with the two previous events was doubtless owing to the fact of its being held in the afternoon of a generally active business day with many who are accustomed to attend these sports. We have never considered it wise when the gate receipts are a desideratum to have these events during the daytime, unless it is on a holiday, nor do we think the sport of bicycling sufficiently popular in this country, as yet, to make it advisable to put the price of admission as high as fifty cents; we believe that the attendance would be at least trebled were this rate reduced one half.

Previous to this race both men expressed themselves as in good condition and confident of the result. As mentioned in our last issue, Prince got a bad fall while practising on the track, about a fortnight since, but he had entirely recovered from its ill effects, and on Saturday noon was at our office, showing in splendid form, physically. As if to equalize matters between the two men, however, during the past week Mr. Frye also met with a mishap by his wheel "buckling" under him, and bringing him violently to the floor, and cutting his arm and generally "shaking him up," but not probably materially affecting his condition for the race. He immediately procured another machine of the same make, the Yale, but half an inch smaller and a trifle heavier. Prince also rode the same machine as in the previous race, an Expert racer, which had been repaired since his fall.

When the race was called and the men appeared on the track, the proceedings were temporarily interrupted by a little episode of particular interest to Mr. Prince. This was the presentation to the champion, by Mr. Charles E. Pratt, on behalf of the Pope Manufacturing Company, of a handsome gold medal, in token of the company's appreciation of his winning the last previous race on their machine. In presenting the trophy, Mr. Pratt complimented Mr. Prince on his reputation for fair dealing in all his encounters and on his success in defeating so noble a competitor as Mr. Frye, and in breaking several professional records, and doing it on an American machine. This ceremony ended, the men mounted their machines, and at the sound of the pistol got away in good order, Frye taking the lead and setting a splendid pace, with Prince close in his rear, completing the mile by the slowest time given, in 3m. 9½s., thus beating the

professional record (his own) a quarter second. They continued this order, but with diminishing speed, until just at the close of the third mile, when Prince made a fine dash and took the lead amid the first demonstrations of enthusiasm the race had awakened. He drew considerably away from his opponent for a few moments, but gradually the latter again caught up and accommodated himself to the leader's pace for a couple of miles; but on the beginning of the sixth mile he in turn made a spurt, and the two came almost abreast past the judges' stand, the spectators evincing intense excitement and loudly cheering. Frye succeeded in getting the lead once more and gave Prince the pace in turn for four laps; then the latter went to the front and held it through the seventh mile with apparent ease, Frye making no effort to push him until just before entering on the eighth, when a fresh burst of cheers in the direction of the half turn indicated a diversion, and the applause grew as the men turned the last corner, with Frye well in front and both increasing their pace. It began now to look as if Frye had got the race, and his friends redoubled their cries and cheers, which were as promptly responded to by Prince's admirers. And now lap after lap was reeled off amid the wildest excitement, and the eighth and ninth miles and two laps of the tenth were passed without change in their positions while cheers and counter cheers followed the men all along the course. On the third lap, however, Frye seemed to be laboring, and Prince made one of his surprising spurts, showing that he had been riding well within his powers in the two miles previous, and getting the front led the last lap a long distance ahead amid tremendous shouts and cheers, Frye holding up soon after passing the officers' stand and not finishing. Prince, however, continued his splendid pace, and he came in flying, his final mile being made in 3m. 3½s., thus beating the American flying start record, 3m. 5s., of John Keen a year ago. The race, for some reason, did not seem to be as interesting to the spectators as the two previous contests between these men, and except the one and two miles no record was broken by either rider, the time for the ten miles being five seconds behind the record (32.44, made in the last previous race). Frye was taken with cramps during the last mile, but kept on in the hope that they would soon disappear, which they did not, however, and were so bad on the fourth lap that he was forced to give up without completing the race. Otherwise he was fresh and sound-minded as ever, and could have doubled the distance at about the same pace. Prince, also, finished in excellent condition, showing scarcely any signs of the tremendous work he put into his last mile, and evincing the care with which he had trained himself for this third contest. The circumstances of the timing proved somewhat unsatisfactory to sticklers for

accuracy and those who were so wicked as to risk portions of their salaries on the result, two of the timers, Messrs. Walsh and Percival, agreeing on their figures, and Mr. Jenkins's watch recording the times from a quarter of a second to two seconds slower. The referee and judges consulted, and finally decided to admit the record according to the rules of other racing, *i. e.*, taking the slowest time. The following table gives both the times by miles:—

FRYE.				PRINCE.			
Record.		Two Watches.		Record.		Two Watches.	
1.	3m.09½s.	3m.08½s.		3m.10s.	3m.08½s.		
2.	6.23	6.22		6.23½	6.22½		
3.	9.42	9.41		9.42½	9.41½		
4.	13.00½	13.01		13.00	13.00½		
5.	16.27	16.26½		16.26½	16.26½		
6.	19.41½	19.40½		19.42½	19.41		
7.	23.17½	23.16		23.17	23.15½		
8.	26.31	26.30½		26.31½	26.31		
9.	29.45	29.43½		29.45½	29.43½		
10.				32.49	32.48½		

The main event was preceded by two others, the first being a five mile race between members of the Bay State Wheel Club, for a gold medal and the club championship. The contestants were Charles C. Billings, H. H. Thompson, and Frank R. Miller, and these made a good start with Thompson leading, and the others close up; but presently Miller passed Thompson, taking the lead and easily keeping it to the close and winning the race by a good minute in advance, the time being 19m. 49½s.; Thompson second. The race was rather uninteresting to the spectators, not because of its slowness, but by reason of its monotonously processional character and the anticipation of the principal event.

The open five mile amateur race, which followed, better met the requirements of the spectators, as the riders and their abilities were better known, and awakened expectations which the results justified. The entries were E. P. Burnham of Newton, H. M. Saben of Newton, A. Dolph of New London, O., C. Bent of Framingham, and E. A. Thompson of New York, and all responded to the call of the starter, and made a good "go," though in somewhat mixed order; but by the beginning of the second lap they had settled down to something definite, Thompson leading, and Burnham, Saben, Dolph, and Bent, following in that order. No special variation was observable until the second lap of the second mile, when Burnham, just to feel of the gallant young New Yorker, dashed past him, and set the pace for about a mile farther, Bent dropping out for some reason. On the third mile, Thompson got impatient and spurted to regain first position, which he found no difficulty in doing, as the Newton man made no effort to respond, except that, as Thompson seemed inclined to extend his lead, Burnham put in a little more life to hold his competitor's pace. Saben, also, began to wake up at this point, as if disinclined to be distanced, while Dolph gradually fell more and more behind, and finally with-

drew after the first lap of the fifth mile. This state of affairs continued until the final lap, when Burnham made a splendid spurt, to which the New Yorker responded most manfully, but ineffectually, for the Newton man, not only easily took the front but continued to increase his lead, and came in a long distance ahead in the very excellent time of 16m. 26½s., Thompson, after a gallant struggle with Saben, coming in second. The prizes in this race were gold and silver medals to first and second, respectively.

The officials for the events were as follows: Judges, Abbot Bassett, James Robinson, J. S. Dean; referee, Edward C. Hodges; timers, Fred. Jenkins, C. R. Percival, W. H. Walsh; scorers, H. D. Corey, E. Norton; starter, Frank W. Weston; clerks of the course, C. W. Fourdrinier, J. A. R. Underwood.

CINCINNATI, 18 JANUARY. — The first in the series of races for the Cincinnati long-distance championship and medal, was run Thursday evening of last week in the Exposition Building, the competitors being H. N. Kitchell, William H. Reed, Frank Sargent, F. Gaudy, and J. Barclay. The latter gentleman has a road record of one hundred and twenty miles in a day, and Reed and Kitchell both have very creditable long distance road times. There was a large attendance to witness the contest, which proved highly exciting. The conditions are that the medal must be won three times before it becomes the property of any one. The contests are for an hour and a half every Thursday night.

The five men kept well together, and frequent spurring took place between two or three of them, serving to incite the spectators to hearty applause. Sargent was the first to leave the track, after a score of thirteen miles and one half lap. Barclay maintained the pace he began without variation, but it was not fast enough to keep him in front. The battle was between Kitchell and Reed, and the twain had a most interesting struggle, the latter winning by about fifty feet. Reed was very tired, and was lifted from his machine. The full scores were as follows:—

	Miles.	Laps.
W. Reed.....	23	9½
H. N. Kitchell.....	23	9½
John Barclay.....	21	6½
F. Gaudy.....	20	3
Frank Sargent.....	13	½

The judges were Capt. R. F. Foster, of the Badgeless Brotherhood of Baltimore, A. W. McBriar, Capt. Whiting, C. M. Galway, and H. S. Livingstone. The second race was to occur last evening.

APROPOS the discussion on class *vs.* handicap racing, we would suggest that riders of the 3.50 and upwards calibre be barred out of events longer than one mile, with the additional advice, strongly put, that they will appear to still better advantage in half and quarter-mile dashes.

SEE what our little word of encouragement has done for you, "Meteor." No, thank you, we never take anything.

THE next little affair will be the twenty-five-mile walk over at the American Institute, between Prince and Woodside, this evening.

ARE there any more New York fliers for Burnham to conquer? The scalps of Pitman, Woodside, and Thompson hang from his belt, still reeking with gore, and he lyeth low in ambush for another victim.

"METEOR" rode in handsome form in the race of his club, Saturday.

LEWIS was not in as good condition as in his previous races, else he would not have been taken with cramps. Prince, on the contrary, never was in better condition. We think that neither ought to afford the other a handicap in future races, and it would still be safe to bet (in fun) even on each.

IN addition to the Prince-Woodside race in New York, this evening, a two-mile amateur event, sanctioned by the League, will occur, the prizes being an Auburndale timer and a League badge. There are over a dozen entries for the professional twenty-six-hour race for the *Police Gazette* \$200 medal, Mlle. Armaindo being among the competitors.

WE understand that Dolph of New London, Ohio, has entered for the amateur event at the New York American Institute, this (Friday) evening.

JAMES QUIRK, the professional sprint-runner, sees Mlle. Louise's bold challenge for a twenty-six hours bicycle race, and takes up her little glove and offers to match an unknown against her, provided she will make the stakes one thousand dollars a side instead of two hundred and fifty.

THOMPSON of the Lenox is a good flier, and had he been a little more familiar with the Institute track, the very excellent time made by Burnham last Saturday would have been bettered by both of them.

It was observed by many who made a point of noting the course followed by the racers last Saturday that the fliers very seldom rode inside the mile line, even on the straight past the judges' stand, and the corners were invariably taken wide notwithstanding the curb was only a three inch one, and set three feet in.

FRED. JENKINS wishes us to say that if the gentleman at the Institute races who by mistake carried away his (Fred's) silk umbrella and left a cotton one instead, will kindly express the silk article to him at 22 New Church street, New York, he will return the cotton one with pleasure. Mr. Jenkins's name was engraved on a plate attached to the handle of the umbrella, as the innocent lifter has doubtless already observed.

On Ball Bearings.

[Cyclist Correspondence.]

MANY bicyclists are of the opinion that a bicycle without ball bearings is of little use, or that it will run very hard, and is not as easy running as their own bicycle because theirs is fitted with ball bearings. Now we will presently see that this opinion is entirely wrong, and that the reality is *vice versa*. I do not intend to describe all the manufactures of single and double ball bearings, the different methods of adjustment, criticize them, etc., but intend to point out as clearly as possible the bad and good qualities, as a bearer of rolling friction, possessed by ball bearings and applied to the bicycle by means of hardened steel balls revolving between two bearing surfaces. Thus the balls are within a circular box or case. Then through the centre of this case the axle or journal of the bicycle, fitted with a suitable collar forming the lower bearing surfaces, is run, of course. Then the balls bear against the interior of the upper part of this case, and also against the collar on the journal of the axle. Thus the balls roll between the collar on the axle and the upper bearing surface in interior of the box.

And the bad and good qualities of a sliding friction, as possessed by the parallel bearing, and applied to the bicycle by means of a hardened, highly polished steel tube, fitting the axle or journal, which is also highly polished and hardened throughout. Ball bearings, as a rule, are made adjustable for wear, or, if not, they will become loose or shaky in a very short time. To begin, then, let us analyze the wear of a ball bearing. In the first place, what is the cause of wear in ball bearings? The wear is caused by a pressure placed upon the balls, and the pressure of the balls on the upper and lower bearing surfaces, or, in other words, the squeezing of the balls between the upper and lower bearing surfaces by means of a weight placed upon the upper surface, and by maintaining the pressure and putting the balls in motion; thus the wear. Start at the beginning, before the wear takes place, and put a pressure upon the upper bearing surface by having a ball bearing in connection. With the bicycle there must be a depression on the surfaces that the balls are in contact with. If this were not the case, there would be no wear whatever, and would prove substance to be irresistible; but we know this not to be the case. There is no substance that is so hard that it cannot be indented or bruised to some extent by means of pressure, — even the diamond may be indented. However, we see by the wear of ball bearings that that substance which it contains or is composed of is not irresistible, or that it is indented by pressure to a great extent. Certainly the amount of depression is in a ratio to the pressure placed upon the balls and the hardness or density of the surfaces. Let us sup-

pose these balls, between their bearing surfaces, in connection with the bicycle, to be moving, by moving the bicycle and retaining the pressure thereon. The tendency of the balls is to roll ahead in their path, but, being held between the upper and lower bearing surfaces by the depressions, they are obliged to join and wedge through their shallower path before them. This would not occur were the two surfaces to come in contact uniformly; and the crushing down of the metal before them, as they are forced through their wedging path, is the cause of looseness or wear in ball bearings.

On rough roads the jarring hammers the balls into the bearing surfaces, thus making the depressions deeper, and consequently more wear, also increasing the jamming or wedging of the balls; and, as no road is perfectly smooth, that is, there is a certain amount of vibration on all roads, this extra hammering of the balls is given to all bicycles fitted with ball bearings. After wearing for a certain length of time, being tightened up, of course, continually by means of adjustment, a time arrives when the balls have worn through their bearing surfaces, which is a thin case of great hardness on the surface of the same soft metal underneath; and this is called case-hardening. This will account for the balls wearing through the depth of their surface or through the case-hardening. On examining the ball bearings of a friend's bicycle, I noticed that the case-hardening had already been worn through, and the hard steel balls were actually bearing on the soft metal beneath them. Of course, on this occasion adjustment became necessary very frequently. On further inspection, I found the case-hardening to be properly done, which shows that the cause was not poor case-hardening. The rider of the bicycle in question is continually complaining of his bicycle running stiff, which is not to be wondered at, for the fact that other bicycles of the same make and size — but not subject to so much wear, consequently not adjusted so many times, and being about equally equipped — travel much faster, leaving him some distance behind in coasting downhill with legs over handles. If, to prevent this wearing through of the case-hardening, so as to prevent extra hard running, or jamming of the balls, the bearing parts were hard throughout their whole thickness, by making them of tempered steel, sufficiently hard to prevent speedy wear, it would not require the jars of our rough roads to split them into small fragments, but would be caused to do so by the slightest jar, doing, perhaps, great injury to the rider, as is the case with balls occasionally splitting; and at the time when this happens, if the rider is making pretty fair speed, his machine will stop very unexpectedly, and force him to kiss mother earth with great rapidity. A friend of mine had the misfortune some time ago to be thrown from the same cause, which he will not forget in a hurry.

So, then, we see that ball bearings, as well as running hard, are dangerous.

Ball bearings, again, are very costly, compared with parallel, the cost exceeding that of a great many parallel bearings. Ball bearings are much heavier than parallel, clumsier, and not nearly so rigid, — even the best double balls are far from being as rigid as the parallel.

[TO BE CONCLUDED.]

ATTENTION, BICYCLISTS. — Ever since bicycling became a popular sport, wheelmen the country over have been testing in the courts their right to use the highways. The courts have generally decided that a bicycle has as much title on the road as a buggy, and that if a horse "shies" at the "steely steed," it is the fault of the driver, either in not holding a careful rein over the animal, or else in not having him properly broken. It is a universal experience that horses can be as easily made not to fear the bicycle any more than any other object. Bicycling is rapidly extending all over the State, and Ohio, perhaps, ranks second in the number of wheelmen, there being but few cities or towns that have not their organization. A strong protest may, therefore, be expected against a bill lately introduced by Mr. Green of Shelby, in amendment of Sect. 6,980 of the Revised Statutes. It makes out bicycles, velocipedes, and tricycles to be as dangerous as locomotives. The following clause of the bill, if adopted and enforced, will certainly most effectually prevent bicycling throughout the State of Ohio: —

"And any person using or riding a bicycle, tricycle, or velocipede, upon or along any public road or street, shall, on seeing any person driving or riding any horse or horses thereon, from any direction, toward him, dismount at least twenty-five feet away from such horse or horses, and pass the same on foot, or permit the person managing the same to drive or ride past him while so dismounted; and any person using a bicycle, tricycle, or velocipede, and failing to comply with the provisions of this section in regard to the same, shall be liable for all damages sustained in person or property, in any manner, by reason of such person failing so to do; and shall also, on conviction of failing to comply with the provisions hereof regarding bicycles, tricycles, and velocipedes, be fined not less than one nor more than five dollars; but no person using an engine, bicycle, tricycle, or velocipede, shall be required to wait or suspend his business to permit persons to pass, as herein provided, beyond a reasonable time."

While in its effect the bill is undoubtedly one for the suppression of bicycling, perhaps Mr. Green means it to be one for enforcing the cultivation of the art of vaulting. — *Cincinnati Com. Gazette.*

After Picking Himself Up.

I'm a rather bicycle Young Man;
A rut in the road Young Man;
A battered and shattered
And uniform tattered
Thrown-over-the-handles Young Man.

John Oliver Blake.

We present this week by permission of the *Indicator* of Chicago, the portrait of Mr. John Oliver Blake, vice-president of the John Wilkinson Company of Chicago, and one of the most active and prominent bicyclers in that city. Mr. Blake was born in Meriden, Conn., on the twenty-third day of May, 1848, and comes of an old and honored Plymouth Rock family, who traced their descent, in a direct line, from Lord Elwood Pomeroy. He attended college in Woodstock, Vt., and went from there to California in 1866, locating in Los Angeles County, where he followed general merchandising for four years. While there, he located the now celebrated Temescal Hot Springs, situated at the foot of the Coast Range of the Sierra Nevada, in San Bernardino County, Cal., which have since grown into an important health and and pleasure resort. From boyhood he was a great lover of home sports and games, and made a business of acquainting himself with everything relating to them, and has since identified himself with the trade in sporting goods, joining in 1870 the well-known house of E. I. Horsman of New York, and perfecting himself in the knowledge of this branch of the business. He also found time to imbue others with his spirit and love for games, and the organization of the Brooklyn Archery Club, now the largest and most successful one of its kind in the country, and of which he was president at the time he left, was the first result of his outside work. In 1879 he engaged with Mr. John Wilkinson of Chicago, and his line of business, at that time almost in its infancy there, was made a special feature of the trade. He is at present president of the North Side Archery Club, treasurer of the Western Archery Association, composed of archers of all the Western States except Ohio; one of the executive committee of the National Archery Association of America; vice-president of the Chicago Bicycle Club, and president of the League of Chicago Wheelmen, composed of all the Chicago Bicycle Clubs.

Ladies' Dress.

In answer to "Matterhorn," in the *Tricyclist*, Mrs. King says:—

Sir,—I am truly sorry that my rational tricycle dress has shocked the lady-like feelings of your correspondent, who signs herself by the tall name of



"Matterhorn." She must have been on the mountain tops, we will say, for a long time, not to know that in the practical world which lies below her, the accusation of "aping men," no more prevents women from doing what they think it right to do, than the epithet "shrieking sisterhood" (which has now worn itself out) ever prevented them from saying what they thought it right to say.

The dress this lady describes as a suitable one for tricycling is to have "two heavy kiltings," and the skirt is to reach the middle of the instep. I have, in many letters, tried to show women the folly of taxing their comparatively weak muscles by the unnecessary weight of clothing they wear while taking exercise or joining in out-of-door games. Every ounce of that heavy kilting makes the labor of working the machine harder, and every inch of that long skirt makes it more difficult for her to propel it against the wind. Why *will* women be so foolish? (I was going to be so unladylike as to say idiotic.) And what is all this heavy weighting, and unnecessary, even dangerous length of skirt for? Every one knows, and cannot help knowing

what it is for. It is to prevent a gust of wind, the movement of her legs, or the slightest mischance, from disclosing to her companions and the passers by the really unclothed condition of the lower part of her body. Yet mock modesty clings to this style of dress as ladylike; while the really modest dress, which clothes her securely, decently and warmly, and need not have any superfluous weight attached to it, is supposed to be vulgar and loud.

In judging between these two styles of dress, I am quite willing to await the verdict of society, feeling well assured that by-and-by a *lady* will no more think of mounting a tricycle without wearing tricycle trousers, than one now thinks of mounting a horse without wearing riding trousers.

BICYCLERS in England have been utilizing their bells for the performance of popular musical airs, by putting two or more of different notes on each machine, and in this way successfully interpreting, while riding, "Sweet Home," "Blue Bells of Scotland," "Rule Britannia," "Auld Lang Syne," and other tunes. Now let some of our clubs organize their bell ringers.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *Bicycling World*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *Bicycling World* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *World*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *Bicycling World*, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Burley E. Ayres, 189 Michigan avenue, Chicago, Ill.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

MISSOURI BI. CLUB:
3315 Cornelius Hatch, 1543 Gratiot st.
3316 Chas. E. Durvea, 706 " "
3317 J. Frank Hackstaff, 312 Chestnut st.
3318 Edward M. Starr, 1401 Chouteau avenue, St. Louis, Mo.

MIDDLETON BI. CLUB:
3319 Russell T. Low, Capt., Middletown, N. Y.
3320 Moses Vail, " "
3321 Burt Hasbrook, " "
3322 Harry C. Ogden, " "
3323 Theodore L. Reeve, " "

UNATTACHED:
3324 Chas. S. Purinton, 88 W. Newton street, Boston, Mass.
3325 Jos. H. Taylor, 621 Market street, Philadelphia, Pa.

BINGHAMTON BI. CLUB:
3326 Chas. E. Titchener, Box 85, Binghamton, N. Y.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

THE following applications for membership have been received: —

W. H. Avery, 693 Euclid avenue, Cleveland, Ohio.
G. H. Potter, 319 Euclid avenue, Cleveland, Ohio.
APPOINTMENTS: — G. S. Webber, 52 Main street, consul for Gloucester, Mass. F. A. Eagan, 4 East 59th street, consul for New York City.

NOTICE. — Members are requested not to fail to send to the C. C. a line of acknowledgment on receipt of their badges.

Massachusetts Division L. A. W. Guide Boards and Signs.

Editor Bicycling World: — I send you an electrotype showing the guide board adopted by the Massachusetts Division L. A. W. at their last officers meeting, and the official stencil sign adopted by the L. A. W. at the semi-annual meeting of the board of officers. This stencil sign was simply adopted at the last-mentioned meeting without any rules for its use. The Massachusetts Division L. A. W. have adopted the shape of guide

board exhibited by the cut, and three combinations of the stencil sign for use in the State of Massachusetts, with the recommendation that these be adopted by the League at large. The stencil sign may be put on any post, fence, or existing board. It will be put up in a neat, compact form to carry in the pocket, and the sign can easily be made out on any conspicuous place in a few minutes. It may be placed on the guide board or not as the case demands. In Massachusetts the board is official in its shape, and the stencil sign is not necessary.



GUIDE BOARDS.

The requirements are that the board shall exhibit the angles as shown in the cut, and the ground color must be white with lettering in black. There are no limitations as to dimensions or angles. It is simply necessary that the latter should be sufficient to render the board plainly distinguishable from the ordinary ones.

OFFICIAL L. A. W. STENCIL SIGNS.



No. 1, is the direction sign. It means: bicyclers, go this way. The best road or way. At the top of a hill — may be safely coasted.



No. 2, is the cautionary sign. It means ride with care. At the top of a hill — descend cautiously — dangerous coasting.



No. 3, is the danger sign. It means, better dismount — unsafe riding — no coasting.

EDWARD K. HILL,
For the L. A. W. Committee on Stencil Signs and
the Massachusetts Division L. A. W. Committee
on Guide Boards.

WHEEL CLUB DOINGS

WE desire to make our wheel club department as complete as possible. If club secretaries, when mailing to members notices of regular and special meetings and other club events, would address one to us, also, it would keep us informed of club doings, and enable us to impart often-asked information respecting them to others, and would materially aid the secretaries themselves. We would also suggest the appointment by each club of a "press correspondent."

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Thursday, 1 February:

Dedication of the new rooms of the Springfield Bicycle Club, in the Massachusetts Mutual Life Insurance Company's building.

Saturday, 3 February:

Fifth Annual Dinner Boston Bicycle Club.

Tuesday, 6 February:

Fourth Annual Meeting Massachusetts Bicycle Club.

Wednesday, 7 February:

Annual Meeting Buckeye Bicycle Club.

Tuesday, 13 February:

Fourth Annual Dinner Massachusetts Bicycle Club.

Thursday, 22 February:

Second annual reception concert, exhibition and ball of the Springfield Bicycle Club.

SPRINGFIELD BI. CLUB. — This club is very active at present. The new rooms are being fitted up in fine style, about \$600 having been expended upon them, while at the same time the members are busy rehearsing and preparing for the club's second grand reception, concert, exhibition, and ball, to take place 22 February. Music by brass and string bands will, with fancy riding and club drill, obtain until 10 P. M., after which an

all-night dance will prevail. The club will invest about \$500 in this event. The dance programme will be an unique and original design, and will cost \$200. The club now numbers twenty-eight, six members having been added in the past fortnight. Every member belongs to the League.

KENTUCKY BI. CLUB. — At the annual meeting the following officers were elected: President, Aaron Cornwall; captain, N. G. Crawford; lieutenant, John Adams; secretary and treasurer, A. L. Pope; bugler, Clarence H. Jenkins.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

L. S. K., Philadelphia. — Index not yet ready. Will send.

A. F., Northfield, Minn. — We know of no book which gives what you desire.

W. C. A., Gardner, Mass. — Special number will be mailed next week.

W. J. H., Middletown, Conn. — We recommend these second-hand ones, by all means. Subscription expired 3 November, 1882.

A. A. W. Xenia, Ohio. — Thank you for interest, and avors received.

A Professional Governing Body.

MR. H. O. DUNCAN, a well known English professional rider, writes to the *Bicycling Times* as follows: —

I have several times of late, during my professional (!) career as a racing bicyclist, taking up my pen to endeavor to write upon subjects pertaining to the interests of professional bicyclists, and have tried to establish a governing body for professionals. And I find that it would be a very difficult task to establish a Union, as a majority of professional bicyclists reside in the provinces, and are scattered throughout the country, and therefore it would be difficult to gather sufficient together to hold anything like a meeting. The only thing that I can suggest is that the Amateur Bicycle Union open its "gates," and form a professional branch, to which I am certain every man would join, and pay a nominal yearly fee, and when sufficient professionals had become members, proper rules for race meetings could be drawn out, and eventually races could be held and managed under the professional branch of the Union, and in the course of time the championships might also be given, and arranged after the style of the amateur. There is no sport neglected like the professional part of bicycling — a man is at present independent and free to ride as he likes, to be allowed to "rope," and even to "sell" his matches and races, and yet there is no governing body to suspend or warn him, and therefore a professional is allowed to go free, and do whatever he may choose. Again, there is no permanent handicapper attached to our branch, who can frame a proper handicap, — and those who take it upon themselves are left independent to be "bribed" — or to arrange the starts on no authority what-

ever. Swindles of every description are allowed to be openly commented upon, and affairs can be got up to swindle the competitors as well as the public, and still there is no governing power to re-train these doings. Things have got into such bad odor in professional circles, that at last the public are led to believe that every professional event is a "sell," or a "gate money" affair, and even when a genuine match or race meeting is on the *tapis*, the public are stalled off on their aforesaid imagination, so that professional bicycling is not the most pleasant, to say the least of, and a decidedly difficult business now-a-days to get a pound or two in an honorable manner. The Bicycle Union would, in the course of time, bring the affairs well under hand, and professionalism would eventually prosper and be on an equality with amateur events, and the result would be that those who wished to compete for honor could do so, and likewise for money, so that the amateur question would be got over in a simple, yet profitable manner. There would be more races and less swindling, and our sport would grow so that every racing man, or otherwise, would be proud to think that he was a bicyclist. At the present time, I am disgusted to own that I am a professional, and if it were not for true interest in the sport, I should discontinue in the ranks of professionalism. The Bicycle Union is termed the "Bicyclist's Parliament;" and so let them open to professionalism, and do as much for us as they have done for amateurism, not allow us to linger out in the cold to disgust and disgrace. We are already excluded from everything, even from the Bicycle Touring Club. Why is this thus? Surely professionals are tourists, and ought to have the same advantages as the B. T. C. men. It's well to draw the line with racing, but this is all too hard on the excluded professional. We may be termed the "Arry's" of the wheel, in many of the more select quarters of the wheel world, but still we are men with rights, and ought to have a little consideration apart from all amateurism. We have arrived at a time when something must be done or organised for the management of professionals, otherwise we shall, perhaps, be eventually hearing of swindles, etc., which will bring about an everlasting bad name to the world of wheels. We must remember that we are not the only country wherein there are professionals. We must take into consideration that throughout France it is absolutely professionalism; and the Union must take into consideration that so very many men as are in the ranks of the professionals, uniting together under one flag of the Union, would materially strengthen it, and we should eventually become a strong body, and bicycling and tricycling would become a sport inferior to none, but premier in the land. I must now draw my lengthy epistle to a close, as I am trespassing so much on your valuable space. In conclusion, there-

fore, I trust that the 'cycling world will take this matter up, and set it upon wheels, that it may run the round of those most nearly connected with our sport.

Bugle Calls. No. V.

Up the hill, up the hill, —
Surely, though slow;
Work with a ready will;
Steady we go.
We 'll rest, lads, we 'll rest
When we get to the brow;
There 's a time for our work,
And that time, it is now.
Up the hill, up the hill, —
Never despair;
The summit is waiting still;
Others are there.
They pedalled, and pedalled
Along, lads, through life;
And now they are watching
Us boys in the strife.
Up the hill, up the hill, —
Nearer, more near;
Places are yet to fill
By some now here;
Push on lads, push on, —
There are fortunes to choose;
There is plenty to gain,
As there 's plenty to lose.

NINON NECKAR.

CURRENT CALAMO

MESSRS. CRIMMINS and VIELE are the new New York park commissioners who take the places of Lane and McLean.

WHEELMEN of Ohio! Keep a stiff upper lip, and ride right on the same as ever.

THE New Yorkers were entertained by the Boston Chop Club, Saturday evening, after the races.

PRES. MILLER has sent us a fac simile of a style of League guide boards the Buckeye Bicycle Club proposes to put up in the vicinity of Columbus. It is a plain oblong square board with the name of the town painted thereon, and the League's arrow-head design stencilled on to indicate the direction. The club proposes to put up twenty-five or thirty of them at its own expense.

WHEN the Montreal bicyclist isn't cycling, isn't cycling, these fine winter evenings he joins musical and dramatic clubs, and so continues to entertain the public, as did the gallant H. S. Tibbs, recently, when he essayed *Peter Paternoster* in the comedy of "John Dobbs" and *Lieut. Brown* in "Slasher and Crasher."

LAST week's *Puck* has a good picture, entitled "The Fell Destroyer," which represents a young man in slings and bandages, and apparently considerably broken up, whom a visitor accosts with, "Hello! Bicycle?" to which the victim responds, "No; banana skin."

THIS has been a good week for the ice-cyclers.

FRYE has had a good picture of himself taken in racing costume by Bushby.

THE New York *Clipper* will shortly publish portraits of Prince and Frye and these are to be followed with other bicycling celebrities.

A POCKET tape measure will have to form part of an Ohio wheelman's outfit when Verdant of Shelby's twenty-five foot bill passes in the Legislature.

WHEELMEN going to New York should make a point of visiting the Brooklyn Bicycle Company's rooms in the latter city, which we are informed is one of the liveliest and most satisfactory bicycle resorts about Gotham.

THE Troy Bicycle Club are ordered for drill this evening, in full uniform.

ALTHOUGH Burnham has proved himself the "dark horse" in recent racing events there is no denying that he lighted the track splendidly.

H. L. CORTIS, the English amateur champion, met with a cordial reception on his arrival at Melbourne, and in an address to the Victorian Bicyclists' Union of Australia, he advocated the broadening of the line between amateur and professional riding.

JUDGING from our Springfield Bicycle Club advises the date of the club's grand tournament in the Institute building which has been announced in the sporting press for 1 February, has been changed, as the new headquarters of the club are to be dedicated on that date.

MR. A. DOLPH of New London, Ohio, who has been sojourning in Boston for several weeks past, and was one of the competitors in the five-mile event last Saturday, has made many friends in this vicinity and in his practice at the Institute track showed himself a plucky and promising rider, and but for a painful accident during his practice, would doubtless have made as creditable a record in the race as any of the contestants. The accident referred to was, that last week while steadying a machine for a rider who was mounted, the latter suddenly started, catching Mr. Dolph's right dexter finger between the spokes and the fork, and cutting it clean off at the first joint, notwithstanding which he continued practice and started in the race; but the motion and strain started the bleeding afresh and he was obliged to ease up his pace and finally withdraw.

THE musical and literary entertainment given by the Massachusetts Bicycle Club, in Horticultural Hall, last Saturday evening, was very successful, both in point of attendance, and in the audience's appreciation of the performances. The programme included selections by a double quartet of male voices, solos by Mr. Willis Clark and Mrs. Abbie Clark Ford, a medley of popular airs by a banjo quartet, composed of Messrs. R. H. Leavens, G. H. Waters, F. A. Foster, and George Barker, a series of character impersonations by Mr. Edward T. Phelan, recitations by Mr. M. M. Grant, and a series of bicycle balance acts by Messrs. Wilmot and Atkins. Nearly every number upon the

programme received a merited encore, the banjo quartet especially being most enthusiastically received and encored several times. Mr. Wilmot also added to his laurels as a fancy rider, doing with apparent ease some of the most difficult feats possible.

GEARS seem to be increasing in number. We hear of yet another, which is to do all that we suggested in our recent article. We are anxiously awaiting the Stanley Show, so that we may form some idea of the merits of the various exhibits in this line. One thing we are sure of, and that is, that the tricyclists' ways will be made much easier by the development of a perfect gearing and the enthusiast who now hesitates to take a novice for a trip will no longer do so, seeing that he can put on the low gear and paddle home with an "outside passenger" without distress. Whilst from the letter we received a short time since from the inventor of the cryptodynamic gearing, we learn that it is proposed to add the advantages of a gearing to bicycles. Whatever gearing may prove, by the practical test, to be the best, one thing is certain, viz., that none but an exceptionally "behind the times" rider will be without it, for its advantages are too evident. When this desirable result has been arrived at, it is plain that we shall have a means of hill climbing applicable to double-driving machines, which will at once set at rest the hitherto unfulfilled wish that we could have a good machine on the flat, with alternative gearing for hill work. Up to date the alternative gearings have been only applicable to single driving machines, and the faults inherent to single driving were strongly multiplied by the low gear uphill. — *Tricyclist.*

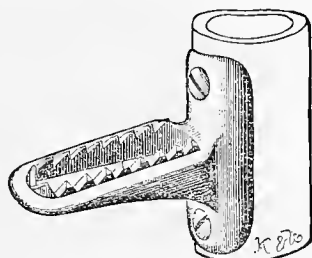
BOOKS AND PAGES

THE CENTURY. — The *Century* for February possesses three special attractions to distinguish it as an uncommon number. It is the midwinter number, it contains the opening chapters of Howells' new novel, "A Woman's Reason," and the frontispiece is a magnificent portrait of George William Curtis which shows what one of the best and soundest of public men in the country looks like, as well as not merely the possibilities, but the actualities of the engraver's art. The illustrated articles in the number are, J. Brandon Matthews' paper on Frederick Locker, Charlotte Adams' entertaining sketch of "Artists' Models in New York," George W. Cable's "Creoles in the American Revolution," Cushing's second paper on his "Adventures in Zulu," and Mrs. Van Rensselaer's "American Etchers." This last is a most interesting paper, and some of the specimens of etching by well-known artists are very fine and some are very wretched. Among the fine, we notice one by our Philadelphia bicycling artist, J. Pennell, and among the wretchedest are those by Peter and Mary Nimmo Moran, which are comparable only to Turner's "Slave

Ship" for results, whatever the artists aims were. Emma Lazarus further discusses "The Jewish Problem," E. V. Smalley presents "Some Features of the New Northwest," Frank R. Stockton contributes a story, "The Spectral Mortgage" and besides Mrs. Burnett's and Mrs. Foote's serials there are many interesting short essays, and poems by Stedman, Stoddard, Joaquin Miller and others, and the usual timely and entertaining matter in the departments.

ST. NICHOLAS for February is, of course, largely devoted to the valentine question, and will interest the young folk accordingly, but the magazine is so full of the usual good stories and verses that these seem only additions. Mrs. Clement continues her "Art and Artists" with reproductions of some of the Flemish painter Rubens' famous pictures. Besides the serials, "The Story of Viteau," "The Field of the Cloth of Gold," and "The Tinkham Brothers," Joaquin Miller contributes a splendid sketch "In the Land of Clouds," an ascent of Mount Hood, and H. H. Boyesen "A New Winter's Sport" and, as usual, all these are charmingly illustrated by the best artists.

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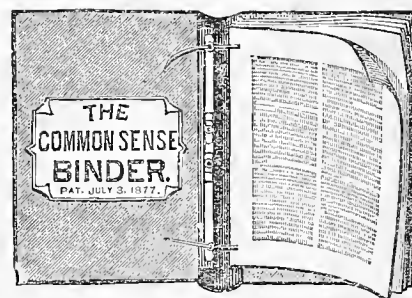
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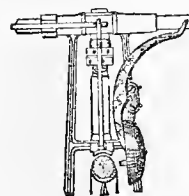
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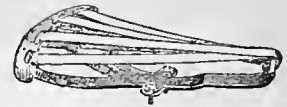
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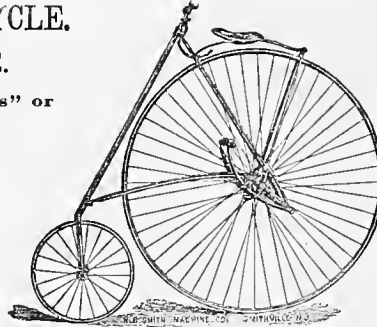
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Number 13.

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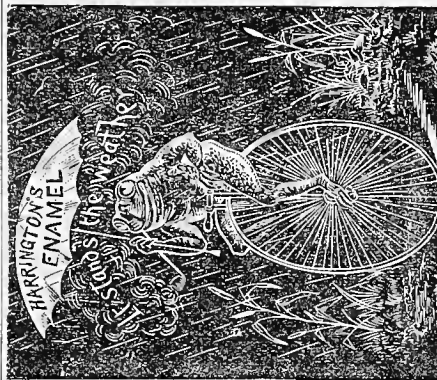
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OF THE

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 2 FEBRUARY, 1883.

A POINT FOR THE LEAGUE.

THE Ohio branch of the L. A. W. and the League of Ohio Wheelmen have practically demonstrated the value of these organizations to bicycling interests, in promptly taking the bull by the horns in the matter of the repressive bill recently introduced into the Legislature of that State. Had there been no organization there the wheelmen would have been thrown into confusion, and it being everybody's business to take measures to meet the emergency little could have been done to check it; and through legislative and public misunderstanding of the extent and character of bicycling interests the dreadful bill might have become a law. Although the battle is not yet fully won, the wheelmen have gained a substantial advantage in so

promptly flanking the enemy's advance guard, and so demoralizing and weakening his main attack, and forcing a parley which will doubtless result in an abandonment of the campaign against us. We are glad to be able to modify our opinion, expressed last week, of Mr. Green of Shelby, and learn from our correspondent that he is a better man than his absurd bill led us to infer. Meantime, as we suggested last week, it is certain to redound to the good of bicycling interests, and the manner in which it has been met cannot fail to enhance the importance of and respect for our great national organization and its State divisions.

SIDEWALK RIDING.

A FEW weeks since we reprinted from the *New York Home Journal* an account of some trouble growing out of bicycle riding on the sidewalks of Stockbridge, a lively and pleasant village in Berkshire County. Since then we have received several communications on the subject, and copies of the *Popular Science Monthly* and the *Springfield Republican*, containing communications and editorial articles in reference to the matter, showing that the war between the town authorities and the distinguished gentleman who so vigorously and persistently attacked the sidewalk riding has not been allowed to fail through the defeat of the latter, but that he has carried it into high public notice. It argues something for the importance of bicycling that so eminent a periodical as the *Popular Science* should devote two long editorials to the merits of a question so apparently local in its scope. Really, however, the principle involved is by no means local, but will apply to other towns and cities besides Stockbridge. Unfortunately we have no correspondent in Stockbridge, nor were we aware before this controversy was brought to our notice in the *Home Journal* that there were any wheelmen in that place, and we have thus far heard only the anti-bicycle side of the difficulty, and cannot therefore espouse either cause, except on general principles. We have always advised wheelmen to conform to the laws of the community in whose territory they were riding, in so far as conformity was practicable and consistent with common justice; and we have, in print and out of print, ever deprecated riding on the sidewalks when the streets were fairly rideable; and this not alone in

order to gradually disarm a prevailing prejudice against bicycles, but because our machines were rated in law as well as practically street vehicles. As such the street was their proper domain. The sidewalks, on the contrary, are, in village and city, the foot-paths, and sacred to pedestrians. Persons afoot who get accidentally run over or injured by street vehicles, except at cross-walks, cannot claim reimbursement for injuries, as they were virtually trespassing on the domain of these vehicles. Similarly, in the case of the latter trespassing on the foot-walk, the driver or propeller of the vehicle would be liable for any damages ensuing. The exceptions to these would be the impassability or obstruction of either the sidewalk or street, when, having a right of thoroughfare, the vehicle or man could take the sidewalk or street, according to the case.

If the bicycle is rated a carriage, and as such is required to be kept in the street as other carriages are, its rider has the right to claim that the street shall be in rideable condition. If the driver of a carriage comes to a place in the road so thick with mud that his horse cannot pull the vehicle through it, he has a right to take to the sidewalk until the difficulty has been passed. This, we think, is common law. By the same rule the bicyclist, having a right of riding through the street, may, if by reason of sand or mud he cannot without dismounting keep in the street, wheel on the sidewalk. Now, with the exception of Winchester, we know of no town or village within fifteen or eighteen miles of Boston whose main thoroughfare is so wretched as to make sidewalk bicycling justifiable, and believing the high praise bestowed by the *Popular Science Monthly* upon the natural beauty, social culture and popular intelligence of Stockbridge to mean something more than compliment, and as we have come to adopt the Chelsea city engineer's standard of measurement of a community's civilization by the condition of its highways, we take it for granted that the streets of Stockbridge are clean, hard, smooth, and kept in good repair. Therefore, granting these premises, we see no excuse for manly bicyclers riding upon the foot-walks, and think that the selectmen should forbid it by ordinance, as dangerous to both pedestrians and wheelmen. We notice that all the reports mention the riders as "boys," and this may ac-

count for their and their parents' persistence in the matter, as well as for the unusual and otherwise unaccountable number of accidents cited in the circular and petition for their suppression; for in all bicycling communities with which we are ever so slightly familiar, the proportion of "boy" riders to men of twenty and upwards, is as one to five hundred; and as to accidents to persons afoot, we do not believe as many have occurred in this vicinity of thousands of riders, since bicycling was introduced, as are enumerated for the little hamlet of Stockbridge.

The *Popular Science* editorial shows the writer's ignorance and misappreciation of the extent and growing influence of bicycling, but we heartily concur with it in stating that bicycles upon sidewalks are nuisances to pedestrians, and often cause starts and temporary frights anything but beneficial to the nerves. Although children's noisy velocipedes do not startle, like the silently gliding bicycle passing from behind, yet these, too, are nuisances that should be banished from the sidewalks, their oftentimes erratic course making the pedestrian uncertain which way to dodge them even when approaching in front. Nearly all towns and cities of any consequence have ordinances forbidding the passage of hand-carts, barrows or other vehicles, except baby carriages, along the sidewalks, and we esteem such provision wise and just, and should be glad to have a more thorough enforcement respecting all than municipal laxity usually permits to obtain. Meantime, we reiterate our oft-iterated advice to bicyclers to keep off the sidewalks when the streets can be wheeled over.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Ideas and Suggestions.

Editor Bicycling World:— I did think that I would keep silence for the winter, but matters come up from time to time on which I feel "moved to speak."

Captain Pitman's letter in this week's *WORLD* meets my full approval. I agree with him that much damage is apt to be done to riders who insist on riding wheels just as large as they can possibly reach. In the space where the inner side of the thigh joins the body, is found a sort of canal, through which certain arteries, etc., pass out of the abnormal cavity, and it is through this canal that the

loop of intestine forces its way in what is known as inguinal hernia (rupture). The position which the foot and leg are obliged to assume when the pedal is at its lowest and the wheel is as large as can be ridden, tends to pull this canal open and thus to favor the production of a hernia. It also tends to strain the parts and produce the feeling of tire and soreness to which Mr. Pitman alludes. It also gives the rider a tendency to slip forward in his saddle and rest his weight on the neck of the saddle in the crotch instead of on the body of the saddle on the bones for that purpose made and provided. The damage done or likely to be done by this pressure on soft parts intended by nature to be protected from pressure, is very considerable, but is likely to show itself rather gradually, and to persist for some time after the exciting cause has been removed. So much for the disadvantages of riding too large a wheel from a surgical point of view.

Another matter that strikes me is the position of the saddle. Now, I can't ride with any comfort several machines owned by friends of mine, though they are of the proper size for me, and are in many ways much better machines than my own Special Columbia, — and the reason is to be found in the position of the saddle, which my friends persist in keeping tilted up behind. This has something the effect of a large wheel, in that it causes me to slide forward and bear my weight on the soft parts of the crotch, into which the narrow neck of the saddle fits snugly, instead of on the great bones of the pelvis, where the pressure should properly come. For myself, I prefer, on both theoretical and practical grounds, to have my saddle level, or even slightly tilted up in front, so that the tendency is to slip backwards rather than forwards, and thus keep off the neck of the saddle. As to the proper size of machine, I do not believe any table of relative proportions of diameter of wheel to leg measure can be anything more than a very rough guide, as aside from the differences in closeness of build in machines, there is so much difference in bodily conformation of riders, that of two persons with exactly the same length of leg, one might and ought, to ride a wheel of same make a full size larger than the other.

There is certainly room for improvement in saddles and saddle springs. Neither the ordinary cliptail spring nor the cradle fill the bill for springs. Ash's leader spring looks well on paper and comes nearer to my ideal than any other, but I have not had a chance to try it. I would like to hear from some wheelman who has.

Finally, I would like to start this question and hear from many riders on the subject, viz: What is the best amount of rake for the front forks of a 54 inch all round roadster?

It seems to me that most bicycles have too little rake for either comfort or safety on any but sand-papered roads. I hope

the brethren will come out and give us the benefit of their varying experiences on this and similar practical questions.

CYCLOS.

New York Letter.

MOURNFUL RETROSPECTS AND BRIGHT EXPECTATIONS.—THE LEAGUE OUTLOOK.—THE INSTITUTE RACES.—THE KING'S COUNTY WHEELMEN'S GRAND BALL.—OTHER GOTHAM WHEEL GOSSIP.

WE have for the last ten days or so had no riding to speak of; the snows have been heavy, and the consequent thaws generally accompanied by rain, and then would come a freeze which would leave the roads filled with hard ruts and ridges which, until crushed down, do not admit of the best and smoothest riding. Whatever hardy, adventurous spirit went out to try the frozen roads, always came back pretty well tired and thoroughly imbued with the idea made certain, that it requires considerable muscle to lift your wheel out of a well-defined and seemingly endless rut in frozen ground, and that in trying the experiment, the liability to headers is always increased. You cannot bundle up so very much when going for a ride, and if, when once mounted, the state of the roads prevents your travelling at any more than a snails pace, the chances are ten to one that you will come back a fair specimen of an icicle and a fit subject for an icylum, especially if the thermometer is inclined to indulge in the prolonged headers it has taken lately. Winter riding is fine when the conditions are favorable, then in fact it, to my mind, excels any other season; give us clear weather, no matter how cold, smooth and clear roads, whether of snow, ice, or frozen ground, and the slight degree of exertion (scarcely felt) necessary to send you flying through the exhilarating atmosphere, brings thrilling through all your frame a pervading sense of power such as riding in the other seasons of the year does not admit of; then you ride and dream and seem to ride through a land and world fairer than this; now you ride and live every moment of the time, vivid is every memory, but that memory flies with you, and the past and the future are merged in the present. Summer is in all your veins, though winter spreads the carpet over which you ride. Spring, with aspiring and fresh dewy thoughts, rules head and heart, while still on every side stretches the kingdom cold of ice and snow. Yesterday and the day before we were rubbing our hands with delight, for the roads had all frozen up and had been ground down smooth, and what few ruts were left could easily be avoided; but last night it commenced to rain (worse luck) and the programme has been kept up without intermission until now, and there is not the slightest appearance of clearing, so we have about made up our minds to submit to the inevitable. Although there is a lamentable lack of

riding, there are plenty other diversions. The Citizen's and Ixion's Club rooms are well patronized every evening, right along, and the Ixion's are recruiting, and I should n't be surprised if they had their complement of twenty-five before summer.

An extensive and eager wish seems to be rising in the breasts of all us New Yorkers to advance the interests of the L. A. W. by starting a State Division, and L. A. W. and B. T. C. matters are fruitful topics at every gathering, and there surely cannot be so much smoke without a small spark somewhere around. I am looking to see all this talk bear fruit in the spring; first, by good road work, and the proper attention paid to those same roads by this proposed State Division, which they should long ago have received in some part at least from the main body; second, to see the League meet here in New York. Now is the time, gentlemen of the League, to help us along. The League meet here this spring will do more to help the State Division along and raise the spirit of our men in the right direction than anything else that could be thought of.

Now is the time to tackle the park question and the park commissioners. I don't think there's a doubt that we could get the park for the meet; we are getting some pretty influential men among us now, and are daily gaining a greater hold on public attention, and I think, only for the better. Come then, gentlemen, I think I can answer for New York, and say that you will be received with a hearty welcome and open arms and hands.

Rollinson, it seems, was unable to come to any agreement with the Kings County wheelmen (or perhaps he did not try) for the races and sociable, both came off the same evening, Friday, the 26th, and as in duty bound I of course took in both and several other entertainments besides; one of which was opening the eyes of the 'Owl, and by the way, this same 'Owl must mean me some deadly injury, for he has lately taken to praising me and my doings, within an inch of my life, and I am being paragraphed to death, and all that is now left is to see my chromo in the Rogues' Gallery on his first page.

There was a fair gathering at the Institute, Friday night, probably 1,000; every one in a wheel sense being there, besides several distinguished visitors from out of town, Col. Pope, Mr. McClure of the *Wheelmen*, Messrs. Russ and Parker of the Meriden Club, Mr. Canary from New Haven, and others. The two-mile amateur race was off; so the twenty-five-mile race between Prince and Woodside was the event of the evening, and in one respect at least it answered our expectations, namely, in being a close race throughout; at no time during the whole race were the men very far apart, and I do not think that Prince found it the softest of snaps, for he had to put on one of his tremendous spurts at the last in order to do his opponent up, which he did

in splendid style, coming in winner, in the fine time of 1h. 32m. 20 $\frac{1}{2}$ s. Woodside's time being 1h. 34m. 22 $\frac{3}{4}$ s. There was an interval of a half to three quarters of an hour, and the twenty-six hour race was then started, and after seeing them (all eight entries started) well under way, we bade them good night and left until the next Saturday night) when we again assembled to see Young and Morgan finish — the rest having dropped by the way. They stopped at 8.30, Young having two hundred and fifty-four to his credit, and being seven miles and four laps ahead of Morgan, who seeing there was no show for him thought it just as well to give it up (sensible man). The race between Woodside and Prince was very good, but the twenty-six-hour race, I think, partook somewhat of the nature of a fizzle, being very poorly conducted, and rather slimly attended.

The Kings County Sociable was as much of a success as all similar previous enterprises of that club have proved, and drew together a crowd of fully one hundred and fifty couples, which pretty well filled all the dancing room. The decorations were on as large and fine a scale and had besides successful efforts in the way of new ideas. Before the dancing commenced an exhibition drill was given by ten of the members, which did them credit, and this was followed by some fancy riding by Mr. W. D. Bloodgood, which, though not as difficult an exhibition of skill as would have been shown by a Smith, a Tufts, or a Wilnot, certainly gave him no reason to feel ashamed of his performance.

A slow race followed, in three beats, the final being won by Mr. Bloodgood; prize, a silver cup, Mr. Geo. Hooper being second, with a "King of the Road" lamp for prize; time not taken officially. The dancing then commenced, and I really think that they are as expert at that as they are on their wheels, for it was kept up to a pretty late hour. Well, here's success to them, and may I attend many another of their sociable sociables.

It looks very much as if the Lenox Club was in its last throes. I would advise what is left of it to join either the Citizens or Ixion, for New York's hopes now are narrowing down to those two organizations, and nobly are they responding. The Citizens give a blowout on Saturday, 3 February, and we will all be there, for they are going (cannibals that they are) to roast and eat the 'Owl. One authority calls it "an informal musical entertainment;" it will be all of that, the dying songs of swans are always musical, that of the 'Owl will be not less so; so get ready for the feast, Pitman, Newman, Sterry, *Oliver*, Egan, Carter, Rood, Fullerton, Thompson (and Jerry), poor plucked mortals that you are. I will be there when —

Round his dying form
They draw the magic circle.

NEW YORK, 28 January, 1883.

That "Inefficiency."

Editor Bicycling World: — Much has been said in the New York sporting press regarding "the inefficiency of the officers" at the last Prince-Frye race. The following from the *Spirit of the Times* is a specimen: —

"The principal fault seemed to lie in the absence of some one who could take definite charge, and direct the others in their duties. As it was each went off on his own tangent, with a result that no one seemed satisfied. This mythical personage, who should have been present, ought to have permitted no one on the stand, except those having a right there. It would have been advisable for him to have arranged the settees so as to form a partition, which should separate the scorers and timers from everyone else. He should have seen that these important officials were performing their work properly, and should have provided that no one interrupted them. In such an important race as this, where records were expected to be broken, he should have provided that an official certified score-sheet, containing the times of each of the three watches whenever they did not agree, should be given to the reporters. . . . As had been the case in the first race so now inquiry begun to be made by the reporters for the times. Several scorers and timers were appealed to in vain; for some inexplicable reason nothing seemed to have been done in this direction. It was while pursuing this apparently futile work that one of the judges stated that the times would be furnished, but the timers and scorers complained that they were bothered by the newspaper men. The result was that nearly all the journalists, before the Prince-Frye race, took up their position on a neighboring flight of steps."

The other side of the case is this: Before the races, the writer (one of the judges) instructed the official time keepers to give the time to no one but the scorers; he instructed the scorers to give the time to the reporters, and he asked the reporters to take their time only from the scorers. To this the reporters seemed to agree, but during the first two races some of them failed to observe this requirement and seriously annoyed the time keepers by their inquiries for the time. In the last race, the writer did what he could to prevent the jumble of the first two races, but was not aware that he expelled the press from the stand. During the race it was evident that there was a great discrepancy between the two score sheets. Mr. Corey was taking the time from two of the timers, and Mr. Norton was taking from a third, and there was a wide difference between the two. Reporters were taking from both and it bid fair to make a confusion of figures, upon which the writer requested the scorers and timers to withhold the time until the judges had passed upon it. Had he not done so, no two papers would have reported the time alike. After the race, the judges called the timers before them, heard their statements, and did the only thing proper in the case, in accepting the slowest as the official time. They announced their decision to the reporters and gave them the official time. They settled beyond controversy which was the right time, and thus saved any dispute in the future. The writer regrets as much as does the *Spirit* man the absence of the "mythical person," and he regrets also that the watches did not agree, but he resents the "inefficiency of the officers."

B.

East Rochester Notes.

Editor Bicycling World and Fellow Wheelmen: — Now that I am a wheel-

CHIC.

man, I feel as though I should like to become acquainted with the whole fraternity. Whenever I hear of a person's riding a bicycle or tricycle, I want to see him and grasp his hand in friendship, but, as I cannot see you all, would like to talk with you through the columns of our welcome paper, the *WORLD*. I say "welcome paper"; yes, it is more than welcome to me, for I always look forward to the day of its weekly arrival, with much anxiety. Would not try to get along without it, and all other publications on wheel matters; for when I cannot find time to ride, it does me much good to spend the evening reading the papers and magazines devoted to our much-loved pastime, healthy recreation, and valuable means of locomotion. For me, I would not exchange a bicycle for the *best* team in the country.

Now, brother wheelmen, what shall we do to make it the most enjoyable, when touring through a, to us, *new* country? can we not devise some means of informing each other as to the best routes, from place to place, and the distances, etc., etc.? Why would it not be a good idea for some wheelman in each county, of the different States, to make tracings of the roads, then wheel over them and describe the quality of each road, by signs or letters, also add the distance? It would be my mind to map tracings and send to the L. A. W. as fast as made; and, when a State was completed, for the League to have them published in a form suitable to carry in the pocket.

I will volunteer to send in a tracing of one county. Brother wheelmen, what say you to this? Do you think it would be practicable, and a good thing? Let us hear from some of the old wheelmen. I am ready to do all I can, for anything that is good; and I must say, that I think bicycling is the best thing of a worldly nature that ever fell to my lot.

The Star Wheel Club made a ten-mile run recently over a *country* snow road. We took a road that had been used mostly by *one-horse* teams, so as to get smooth ruts; there was a thaw the day before, just enough to make ruts glassy, and we found it splendid riding. Occasionally, a rider that had not been out on the snow before, would get unhorsed, but this only added to the sport, for all hands.

I have ridden hills on the snow that I never could in summer, on account of sand. During this moon we intend to make some moonlight runs, if the roads hold good.

No. 324.

EAST ROCHESTER, N. H., 15 January, 1883.

The Ohio Scare Subsiding.

THE INFLUENCE OF ORGANIZATION.

Editor Bicycling World:—As published in a former letter, wheelmen were made acquainted with the startling news that a bill had been introduced in the Ohio Legislature imposing certain restrictions upon bicyclers and of such a character that they would, if forced to be complied with, practically kill wheeling

in this State. It was not merely a ripple, but a genuine twenty-five foot wave of excitement that rolled over the wheelmen of Ohio, and particularly of Columbus, when the introduction of this bill became public. Of course, work to defeat this bill was commenced at once. On the Buckeye Club necessarily, being located here at the State capital, came much of the work. Legislators were seen and their assistance and influence sought if the bill ever came up for discussion before the House of Representatives. The committee upon public highways has the bill in charge. Mr. W. H. Miller, president L. A. W., at once took the matter under his direction and secured an appointment to have a hearing before the committee who had the bill in charge. The appointment was made for Tuesday, 23 January. Mr. Green, of Shelby Co., the author of the bill, was, of course, present. Being called upon to state reasons, etc., for the introduction of it, he stated that it arose from no ill will towards bicycling, but from the fact that he judged bicycles upon the highways to be positively dangerous. His judgment was formed by three runaways of horses that had been frightened by machines. He stated that in his district several reckless or heedless riders had shown so little respect for the rights of drivers of horses that these accidents were caused. He further remarked that he probably erred in judging of the entire fraternity by these few, but if the class was composed of the same material as these few, there *must* be some restriction placed upon them.

Mr. Green is a very pleasant, agreeable gentleman, and in his remarks, showed an "open to conviction" spirit and of entire fairness. After Mr. Green had concluded his remarks, Mr. Miller opened the argument for the other side. He had files of the *WORLD* and of the *Wheel*, and from their pages gave to the committee the various legal decisions given as to bicycler's rights upon the public highway.

The United States Treasury decision as to a bicycle being a vehicle, and that English courts gave a wheel equal rights upon roads with other modes of carriage, were also given. But the clinching argument that showed the strength of our cause and added weight to other arguments given, was the fact that a "National organization existed, that Ohio had a State organization, and that these Leagues numbered nearly 3,000 members. This fact was news to the committee. Leaving the legal and other strong points, Mr. Miller defended the character of the mass of bicyclers from the ill opinion of them formed by Mr. Green, because of the acts of the few. Our worthy L. A. W. president stated that it would be an impossible matter to find in any class numbering the same, so many thorough gentlemen who were alive to the rights of others, and so respected them, as among bicyclers. As a class, they were from our best society, and "bi-

cycler" and "gentleman" were synonyms; and then the fact that a man could not ride a wheel while in an intoxicated condition showed the wheel to be an excellent promoter of temperance and sobriety. This point was not lost upon the committee. Then, that bicycles caused no fright among horses in cities was in our favor. After Mr. Miller had concluded, the committee was requested by Mr. Green to postpone the report upon the bill, which meant a partial victory for us. In conversation with Mr. Green afterwards, he stated to Mr. Miller his willingness to amend or, *perhaps*, drop the bicycle clause of the bill; (in connection with bicycle restrictions, the bill provided for legislation upon steam traction engines), that he was not as thoroughly aware of the magnitude of wheeling interests, the character of bicyclers and of their rights, as after the discussion provoked by the introduction of his legislative act. In all this, Mr. Green showed a spirit that is highly commendable. It is not thought that much further trouble will be had.

In conclusion, it must be added that the wheelmen of Ohio owe much to their excellent president of the League of Ohio Wheelmen, who has ever since the introduction of the bill worked upon the Cincinnati and Hamilton County members of the Legislature to get their votes in our favor if the bill should come up.

Mr. Sholes of Cleveland, Mr. Wallbridge of Toledo, and Mr. Osborn of Fremont have also done much good work. The champion cities of Springfield, through their captain have tendered their efforts. One thing may be depended upon, and that is, that Ohio wheelmen will show a solid front. The League of Ohio Wheelmen will be further heard from.

Perhaps an apology is needed for the length of this letter, but the importance of the matter, this being the first attempt at restrictive State legislation, will, it is hoped, justify it.

C. J. K.

Park Privileges.

Editor Bicycling World:—Through the untiring energies of a couple of our enthusiastic club members the limited privileges enjoyed here by wheelmen were extended to such an extent that riding in Golden Gate Park can be indulged in at all hours. Those who have short-sighted obstinate commissioners to contend with will appreciate what, after a strenuous fight since 1878, has at last been conceded our right, and I trust will cite our success, which we will endeavor to keep from being abused, as has heretofore been done by the numerous unattached.

H. C. FINKLER.

SAN FRANCISCO, 16 January, 1883.

Wheels on the Stockbridge Sidewalks.

Editor Bicycling World:—I wish to call attention to a half dozen pages of drivel in regard to "Bicycles and Civilization," which adorn the February issue of the *Popular Science Monthly*, and

form an appropriate sequel to a similar display of supercilious ignorance and pretentious prejudice which was made by the editor thereof some two months ago. That first outbreak took the guise of a profoundly philosophical editorial in support of Herbert Spencer's theory that the average American is disinclined to stick up stoutly for his individual rights in respect to trifles; and the editor offered as an instance of this, the pusillanimous conduct of the selectmen at Stockbridge, Mass., in refusing to protect the inhabitants thereof against the dangers and discomforts caused by the propulsion of bicycles along the sidewalks. The lordly pretence of the editor of course was that he offered this "instance" simply in the interest of sociological science and philosophical truth; but the fact plainly was that he wrote the editorial chiefly for the sake of dragging in this "instance," and thereby venting his spleen against the selectmen whom he had previously failed to bulldoze into granting his last summer's petition against sidewalk cycling at Stockbridge. This precious piece of truly "scientific" silliness was reprinted in December by the BICYCLING WORLD, which accredited it to the *Home Journal*, and I have elsewhere seen that same piratical print made responsible for the words which its scissors man simply stole from the *Popular Science Monthly*. The editor of the latter at least has my respect for his fairness in admitting to the February issue a long letter from a Stockbridge man, who ridicules him mercilessly for his last summer's fussy and futile fight against the bicycles; but there is no force at all in his rejoinder, and the words of his correspondent, though excellent as an exposure of the silliness of the original editorial, and a defence of the selectmen, are almost equally feeble and away from the point when the real merits of sidewalk bicycling are approached. It would be hard to decide, indeed, which sort of drivel is the more hopelessly idiotic: that of the correspondent who maunders in favor of giving bicyclers a chance on the sidewalks in order to prevent them from frightening horses on the highway, or that of the editor who raves about the cutting in twain of pedestrians by the imminent deadly wheelman! The *Springfield Republican* also takes its shie at the man of science for granting so much space to so small a matter; but it supports the general drift of his remarks, just as it gave its columns to his fluffy tirades in the summer; and it says, with the wisdom of owls, that "of course everyone knows that such dangerous vehicles ought never to be tolerated on sidewalks."

I hope no one will attempt any overturning of the colossal pile of ignorance and misapprehension which he heaped up in the February issue of the *Popular Science Monthly*. It is a "scientific phenomenon which should be looked at simply with a solemn feeling of awe. There is something really sublime

and appalling in the contemplation of such a marvelous monument of stupidity; and "against stupidity the gods themselves fight powerless."

The strangest thing of all is that so much could possibly be printed on such a question without any allusion being made to the one vital point in it, namely, that the very nature of the bicycle gives the best possible assurance of safety to the pedestrian. No bicyclist, unless desirous of suicide, is ever likely to come in collision with any human being. If a sidewalk is thronged with people, he is forced in self defence to ride with the utmost caution there, or else to take to the highway. If the sidewalk be free from pedestrians, what injury can his riding do then? KARL KRON.

WASHINGTON SQUARE, N. Y., 27 January, 1883.

Coefficients of Safety.

Editor Bicycling World: — The "Wheelman's" co-efficient of safety: — ride the Expert Columbia. The *wheelman's* ditto: ride a machine that does not weigh a ton, and you are safe from overwork; one that has a long steering centre-pin, and you are safe from falls arising from unsteady steering; one that has an adjustment of bearings that does not necessitate a revolving cap, and you are safe from shakely journals; one that is fitted with a civilized spring and you are safe from cerebral diseases; one that does not bewilder the eye with a long string of worthless and unjust patents, and you are safe from erroneous and distorted convictions; and finally, one that will permit you to say that, if it *has* cost you half as much again as it is worth, your stolen dollars have gone into the treasury of your worthy but shortsighted government, instead of into the pockets of the monopoly, and you will be safe from misery of conscience and an uneasy heart. IXION.

Tricycles — Front and Rear Steerers.

Editor Bicycling World, — "I see by the papers that the contest between the rear and front steerers still rages fiercely. It reminds me of that once famous war of bitter centuries between the "big and little enders" of the pre-historic people not mentioned by Herodotus the oophagi, the point of contention being, *at which end the egg should be opened*. After hundreds of years of animosity and bloodshed, an oracle was appealed to, and this answer given. "*Leteachone breakhis egg ashedamplases*."

To the shame of human intelligence the wise reply of the oracle has never yet been generally comprehended." W.

Constitutional Changes.

Editor Bicycling World: — As a result of the past year's experience, the following corrections seem advisable in our constitution: —

RULE 3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of

officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; *provided* that the entire active membership of any recognized amateur bicycle club may be received at one half the above initiation fee per member.

I would suggest the omission of the last clause, "provided that the entire active membership of any recognized amateur bicycle club may be received at one-half the above initiation fee per member." This is not intended as a blow aimed at club membership, for I am of that number who believe most zealously in it; so much so as to consider the strength and energy of the League as resident in clubs and *not* in individuals.

Rule 34 places a limit upon the time for receiving dues from members, after which time they are supposed to be dropped from our list. During the past year, we regret to state, many have allowed this time to pass, all the while considering the advantages of League membership and intending to avail themselves of them at one half price for them, they have either proposed their names as applicants or written to the treasurer requesting such a privilege. Then again, *names are sent in from clubs which are well known to contain members whose names do not appear upon our books*. They expect to gain admittance for one-half the proper initiation fee, and I dolefully admit they do. This is far from right, and damages the League more in its treasury than it gains by the same. This clause was, undoubtedly, inserted for the sake of encouraging club membership, so essential to a compact and nicely moving organization of our numbers, but it has, in the writer's estimation, failed to accomplish this result and is pernicious in its influence.

RULE 34. Each member shall pay to the treasurer of the League, on the first day of June in each year following his admission to the League, the sum of \$1.00 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of thirty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

In the last sentence I would strike out "for the period of thirty days," substituting therefor "previous to 30 September next, ensuing." It is utterly impossible to enforce this rule as it now reads; the act would be suicidal for the heads of chief consuls, representatives, chairmen of committees, consuls, and all other classes of League officials would roll from the guillotine into the bloody basket, figuratively speaking. A rule that cannot be enforced should not stand on the books, or, at least, should be so amended as to place it within the possibility of execution. The present efficient committee on membership came into office finding this rule practically abolished, and are not a little embarrassed by this state of affairs; while the treasurer has been unwilling to press the matter, knowing the loss the League must sustain by such action.

A further correction in this rule would

be the omission of the last clause, "and he shall return his badge to the corresponding secretary." This business of furnishing members with badges has practically gone out of the hands of the League and become a nonentity. In its place, attach the words "by the treasurer" to complete the previous clause.

These corrections are suggested with the hope of calling forth the opinions of the friends of the League, and pertain to a branch of the League work with which the writer has become familiar, so much so as to be able to discern from his own experience the weakness of these two rules as they now stand.

W. V. GILMAN.

NASHUA, N. H., 29 January, 1883.

WHEEL CLUB DOINGS

☞ We desire to make our wheel club department as complete as possible. If club secretaries, when mailing to members notices of regular and special meetings and other club events, would address one to us, also, it would keep us informed of club doings, and enable us to impart often-asked information respecting them to others, and would materially aid the secretaries themselves. We would also suggest the appointment by each club of a "press correspondent."

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Saturday, 3 February:

Fifth Annual Dinner Boston Bicycle Club.

Tuesday, 6 February:

Fourth Annual Meeting Massachusetts Bicycle Club.

Tuesday, 6 February:

First annual meeting of the Boston Ramblers.

Wednesday, 7 February:

Annual Meeting Buckeye Bicycle Club.

Tuesday, 13 February:

Fourth Annual Dinner Massachusetts Bicycle Club.

Thursday, 22 February:

Second annual reception concert, exhibition and ball of the Springfield Bicycle Club.

LOS ANGELES BI. CLUB. — On 8 January, the wheelmen of Los Angeles, Cal., met and organized a bicycle club under this title, and elected the following board of officers: President, G. A. Haskell; captain, C. A. Wedgewood; first-lieutenant, J. W. Lancaster; second lieutenant, H. Millard; secretary and treasurer, L. E. Myers. The club promises to be an active and excellent one, being located in one of the finest counties in the State, and in a splendid climate, and the roads rideable almost every day in the year. There are about ten machines here, and several more on the way. The majority of machines are Harvards, and nicely finished.

SECRETARY.

BREMEN BI. CLUB. — The regular annual meeting of the Bremen (Germany) Bicycle Club was held at Siedenburg's Hotel, the fifth of January, 1883. After the minutes of the last meeting and club correspondence in general had been disposed of, the balloting for the officers for 1883 ensued, resulting in the unanimous election of Mr. Heinrich Wilkers, president; Mr. Hermann H. Koop, Jr., captain; Mr. Gustav Brauer, care of Gebr. Fritze & Co., honorable secretary; Mr. I. H. Garbe, treasurer. The finances of the

club are in a most flourishing condition; but where are ye, riders of the winged steed, who in numbers countless used to flock to the Burgerpark and the Chausseen, to the astonishment and dismay of the stolid Teuton? "Left for foreign shores" is the dismal answer of the five active members of the Bremen Bicycle Club. But we are enthusiasts with plenty of true grit, and we intend to enliven the Bauern on our tours when this blessed (?) downpour ceases! Although rather late, our "Happy New Year" to the brethren of the wheel in America may prove acceptable: the solid man who rides his Humber on a fifty-lap track in the back garden.

PUMPERNICKEL.

NEW HAVEN BI. CLUB. — At the annual meeting held last week, the following were chosen officers for the term ensuing: President, M. F. Tyler; captain, S. A. Marsden; first lieutenant, T. R. Ackrill, Jr.; second lieutenant and treasurer, J. W. Jewett; secretary, Robert Christie; standard bearer, F. W. Joyce; bugler, W. H. Thomas; member of club committee, H. D. Clark. The club's financial condition is good, there being a balance of fifty dollars in the treasury. There are now thirty active members, each owning a machine, and there is a prospect of a large increase in the spring. A sociable is being projected for an early date.

NEWTON BI. CLUB SOCIABLE. — The first annual party of the Newton Bicycle Club took place at Nickerson's Hall, West Newton, Tuesday evening, 23 January. The Cadet Band furnished the music, and fifty-five couples took part in the festivities, which were prolonged to a late hour. The Newton Bicycle Club appeared in uniform, as did also many of the guests, and the ladies (bless 'em) were even heard to assert that the costume was a great improvement over the conventional claw hammer and trouser-loom. Members from the Boston, Massachusetts and Crescent Clubs were present, and of course lent dignity to the occasion. The Citizens' Club of New York was ably represented by Mr. Oliver, who scored one lap in a sociable (manner) with a fair companion in forty-five seconds. Col. Pope and lady, it is needless to say, were experts. Great credit is due the managers for the success of the first annual, and I take this opportunity to offer them the congratulations of

CARLOS.

SPRINGFIELD BI. CLUB. — *Editor Bicycling World*, — The club's reception concert and ball is to be a fine affair. Beals, the veteran decorator of Boston has been engaged, and one of the local florists has charge of the floral display. Messrs. W. D. Wilmot, Arthur L. Atkins and Burt Pressey will do some fancy riding, and Master George Nash (twelve years old) and champion Hendee and Capt. Whipple of the club will also give exhibitions. The club extends an in-

itation to all wheelmen to come and see their new uniform, new club room, and above all their exhibition. All wheelmen in uniform will be admitted free. Like all entertainments of this club, the audience will be limited only by the size of the hall, at previous exhibitions, many being unable to crowd in. Although it is now nearly a month in advance, half the capacity of the hall is already sold, and tickets are still being rapidly disposed of. We expect good delegations from Worcester and Boston, as well as from the nearer towns. The entire city government has been invited, and will doubtless as heretofore all attend. Don't wait, wheelmen, for an invitation, but come on general principles; you are all welcome.

H. E. D.

THE Albany Bicycle Club is projecting a grand two weeks run the coming summer, making Boston the objective point, and spending most of the vacation in this vicinity.

THE Scranton Bicycle Club gave a congratulatory banquet to Pres. E. B. Sturgis, Monday evening, on his safe return from Europe.

THE Cleveland Bicycle Club gave a riding and drill exhibition at the skating rink, Wednesday evening.

THE Hermes Bicycle Club of Chicago will hold races in the Exposition Building, on 22 February (Washington's Birthday) and expect members from the Louisville clubs to be present and participate. There will be a five-mile event and probably the Louisville and Chicago Crawfords will meet on the occasion to try each other's abilities again.

A THIRD bicycle club in Louisville is talked of.

THE Harvard Bicycle Club directors have voted to have the annual club dinner just after the services, and the following gentlemen will comprise the committee of arrangements: J. R. Coolidge, '83; J. G. Coolidge, '84; Eliot Norton, '85; H. Lyman, '86.

THE Springfield wheelmen seem to be getting a number of new mounts, the club having recently acquired five new British Challenges, and two Sanspareils, with more coming.

CINCINNATI, 25 JANUARY. — The second in the Cincinnati Bicycle Club series of races for the club championship and medal for long distance riding, resulted as follows, the track being eleven laps to the mile: —

	Miles.	Laps.
Reed.....	25	1 $\frac{1}{4}$
Wright.....	24	8 $\frac{1}{4}$
Galway.....	24	4 $\frac{1}{2}$
Kitchell.....	24	3 $\frac{1}{2}$
Sargent.....	24	2 $\frac{1}{2}$
Barclay.....	23	8 $\frac{1}{2}$
Hall.....	22	7 $\frac{1}{2}$

Reed still has the most miles to his credit, and one more win will give him a clear title to the medal.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Burley B. Ayres, 189 Michigan avenue, Chicago, Ill.

Notice to Chief Consuls.

It is with pleasure that the undersigned is now prepared to inform you that each Chief Consul has been furnished with a list of all our members under his jurisdiction, and we earnestly hope that you will all take hold of this work with the zest it deserves. Many of you are doing nobly; so well, in fact, that we feel proud of your official association; but keep on, for none of us can yet afford to lay back. Remember "*the Ides of March*" are upon us.

Yours, fraternally,

W. V. GILMAN,

Treasurer L. A. W.

NASHUA, N. H., 26 January, 1883.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received:

H. S. Livingston, 443 W. 7th street, Cincinnati, Ohio.
W. A. Whiting 139 Race street, Cincinnati, Ohio.
Henry W. Williams, 258 Washington street, Boston, Mass.

RENEWALS. — Mrs. F. W. Weston, Savin Hill, Boston, Mass. F. W. Weston, Savin Hill, Boston, Mass.

THE HANDBOOK. — A new edition of the B. T. C. Handbook is now in process of compilation, and will be issued as soon as the whole of the data has been received and arranged. Each member should have a copy as soon as the book is published, and to secure it, should send to Mr. S. A. Auty, secretary B. T. C., Millergate, Bradford, Yorkshire, England, an International P. O. order for one shilling and sixpence, with a request that same should be retained until publication of the next Handbook, and that a copy should then be forwarded to the member applying. Members who possess the Handbook and will take the trouble to study the By-Laws of the club, and other items of information which it contains, will be better able to form an intelligent opinion of what special legislation — if any — is desirable for the best interests of the B. T. C. in America.

RENEWALS OF MEMBERSHIP. — The time for each member of the B. T. C. to renew his or her membership has now arrived, and the renewal fees should be forwarded, either direct or through the C. C., AT ONCE. Members whose renewal applications do not reach the Executive before the end of the month of March will forfeit continuation of membership, and can only renew it by re-election, a process causing much unnecessary clerical labor, and depriving the club temporarily of valuable numerical strength. Renewal applications should preferably come through the C. C., so that accu-

rate record of the American membership can at once appear in the American official organ of the club, and time be saved. For this purpose special blanks have been mailed to the entire American membership; but the blanks which each member has received with the last club Gazette can be used if desired; only in that case the name of the member will not appear on the American roll until after publication in the Club Gazette.

L. O. W.

Brother Wheelmen of Ohio: — Your attention is called to the following bill, introduced into the Legislature of this State: "Any person using or riding a bicycle, tricycle or velocipede upon or along any public road or street, shall, on seeing any person driving or riding any horse or horses thereon, from any direction, toward him, dismount at least twenty-five feet away from such horse or horses, and pass the same on foot, or permit the person managing the same to drive or ride past him, while so dismounted; and any person using a bicycle, tricycle or velocipede, and failing to comply with the provisions of this section in regard to the same, shall be liable for all damages sustained in person or property, in any manner, by reason of such person failing so to do, and shall also, on conviction of failing to comply with the provisions hereof regarding bicycles, tricycles and velocipeds, be fined not less than one nor more than five dollars; but no person using an engine, bicycle, tricycle or velocipede, shall be required to wait or suspend his business to permit persons to pass, as herein provided, beyond a reasonable time."

Now is the time to organize your clubs and band together for self-protection. The officers of the "League of Ohio Wheelmen," assisted by the officers of the "League of American Wheelmen," are actively at work, and hope to defeat the passage of the bill, which, if carried, would virtually end bicycling in this State. We intend, with the assistance of (we hope) every wheelman of Ohio, to maintain our rights in this matter, and to fight it with all the enthusiasm that has been instilled into us by the riding of the "steel horse." Every wheelman should make this a personal matter, and consider it as directly aimed at him. If you are not a member of the "League of Ohio Wheelmen," send your application at once, accompanied with \$1.00, to D. E. Barnum, secretary L. O. W., Springfield, Ohio, who will send you a membership ticket. If you are a member of the League, use your best endeavors to induce every wheelman in your section to join at once. "In union there is strength," and we must now link ourselves together and present a bold and unbroken front, and defend and protect our rights as citizens. We request clubs and unattached wheelmen to call meetings of ALL RIDERS in their vicinity IMMEDIATELY, and adopt a speedy course of bringing the matter to the attention of their senators and representatives in the Legislature, and enlisting them in our behalf. We would further add that it is our advice that wheelmen circulate a petition among the business men of their towns, the petition stating that, in their vicinity, horses easily become accustomed to the sight of bicyclers, and that legislation upon the subject is, in their judgment, not called for. When petitions are completed, please forward them to

H. S. LIVINGSTON, Pres't L. O. W.

P. O. Box 466, Cincinnati, Ohio.

Fraternally,

H. S. LIVINGSTON, President, Cincinnati.

FRED. T. SHOLES, Vice-President, Cleveland.

D. E. BARNUM, Secretary, Springfield.

DIRECTORS:

T. J. KIRKPATRICK, Springfield;

C. H. WALBRIDGE, Toledo;

J. M. OSBORN, Fremont;

H. N. KITCHELL, Cincinnati;

N. E. CHANDLER, Zanesville;

H. B. HUNCHINSON, Columbus;

C. J. KRAG, Cor. Secretary, Columbus.

COLUMBIA, OHIO, 27 January, 1883.

A MR. ORISON McELFRESH (who will doubtless be hereafter remembered in Dayton bicyclers' "orisons") has commenced suit against four Dayton wheelmen, Messrs. George Grimes, George Pyle, George Light and Fred. Kohlne, frightening his horse and causing him damage. He alleges that on the twenty-third day of November last, as he and his family were driving along the Troy pike in a spring wagon, at about nine o'clock in the evening, the four wheelmen mounted on bicycles approached them, and as they were about one hun-

dred yards from him his horse took fright and became unmanageable. They, by their carelessness and negligence in not noticing that the horse was frightened, and by moving towards the animal and blowing their horns, caused it to run away. Mrs. McElfresh was thrown out of the wagon and violently hurled to the ground, and was so disabled that she could not attend to her household duties. He also claims that he has been compelled to expend considerable money for medical attendance and for domestic services. His wife also suffered great bodily pain and sustained permanent physical injuries. Therefore the plaintiff asks judgment for \$10,000.

The defense of the wheelmen is that McElfresh, instead of taking the right side of the road, was driving along on the left side, and took no heed of their signaling him of the danger.

CURRENTE CALAMO.

THE twenty-six-hour race in New York was a fizzle in itself, its attractiveness and its results.

At last advices space for over six hundred bicycles and tricycles had been taken for the Stanley exhibition in Albert Hall.

THE Dayton Ohio, bicyclers are now reveling in a bicycle litigation, involving \$10,000, nominally.

J. PENNELL has gone to Europe to tour on a tricycle, and we may expect, at some future day, to see artistic reproduction of such scenes as most attracted his fancy.

OUR valued correspondent, H. H. Wheeler, who delights to spell in phonetics and indulge in long-hand bicycling, writes us that last week Thursday morning, he "rød" out to Waltham and "bac," about nineteen miles, finding the "röds a litl ruf, but on the høl not uncomfortabl." He did the last ten or eleven miles in an hour. In the afternoon he went to Newtonville and back, finding the roads, as far as Oak Square, full as good as in the fall, but beyond not so satisfactory. Slipped once going around a corner on smooth ice, at a good "päs" (meaning pace). Moral: Måk a bē lin on ice. He rode up the hill out of Newton Corner, and the one from Oak Square to Brighton.

THE announcement in our advertising columns, by T. B. Jeffery, offering for sale the full testimony in the recently settled case between the Pope Manufacturing Company and McKee & Harrington, promises an opportunity for determining beyond question the validity or otherwise of the monopoly's claims, as we understand the most positive and conclusive evidence against the company, and which is included in this collection, was never submitted in open court, through a compromise being effected between the litigants.

THE failure of the twenty-six hour contest in New York last week, scores an-

other point against long bicycle races. Unless there are plenty of contestants of equal relative merit to continue to the end, these long contests are very monotonous. The public will never take much interest in looking on at a mere endurance struggle; it is far pleasanter and much much more satisfactory to occupy oneself with other matters, and learn the result through the papers next day.

MR. W. D. WILMOT has been exhibiting his skill to the Montreal folks during the late Winter Carnival in that city, and won much praise for his performance.

MUIRHEAD and ROSS of the Montreal Bicycle Club got some fine wheeling on the ice, at the Carnival last week.

THE Centaur cycle manufacturers announce for exhibition at the Stanley show, an improved convertible tricycle, which will be a double driver in either single or sociable form.

THE English bicycle philologists are quarrelling over wheel slang, and particularly about the words "bike" and "trike."

THE *Cyclist* credits the Montreal with the largest bicycle club membership in America, but our English friends must not be misled by nominals, and should understand that of the three hundred and fifty-three members to its credit probably three hundred and ten are honorary or associate members who never mounted a bicycle,—as the Boston Bicycle Club, also quoted by our contemporary, has really less than seventy members on its roll who are actual wheelmen. The Boston and Massachusetts Bicycle Clubs have the two largest *bicycling* memberships in America.

MESSRS. FORBUSH and STAHL, of the Boston Ramblers, made a run out to Jamaica Pond, Friday, finding the roads in fair condition. They also took their skates along and had an enjoyable afternoon of it altogether.

SINCE our editorial on "Sidewalk Riding" was penned we have received a communication on the subject from "Karl Kron," which we publish as his view of the question, but we do not see that he has added any light thereto, although he had an excellent opportunity as well as great ability through his experience to do so.

THE two leagues, national and State, are doing good work in Ohio.

NEXT week we shall consider the subject of the location of the Annual Meet.

LEAGUE TREASURER GILMAN, who has had a chance to learn something of L. A. W. work and method during the past

eight months, suggests several changes in the rules worthy the attention of the members.

LIEUT. H. W. WILLIAMS of the Massachusetts Bicycle Club, has joined the ranks of the amphicyclists — having purchased a National tricycle.

UNLESS Frye gives him another chance, or John Keen comes over, or some tolerably fast man, like Rollinson, Woodside, or Mellen, takes a liberal handicap from him, we are not soon likely again to see John Prince pushed to any very good speed. His New York time last Friday showed the easy pace the Irish champion cut out for him.

A Dryland Sailor.

My cycle-ship's the only ship
That I delight in sailing;
A trim-built clipper for a trip,
Easy to man and to equip,
Nor fears the breezes falling.

I go aloft to steer my craft —
Keep watch as well for breakers.
The mainmast joins the helmsman's haft,
The steering-wheel is never aft;
Queer notions of the makers.

I'm skipper and I'm cabin boy,
The first mate and the second;
The hands, "all told," that I employ
To navigate my trim-built hoy,
My fins alone are reckoned.

I trim the sails and take the wheel —
My course is seldom wavy;
A frigate of best plated steel,
Ship-shape from figure head to heel,
The gem of the steel navy.

Your cycle-ship now rides the road,
Though not at anchor riding;
But scudding on in nautic mode,
Before the wind may "you be blowed,"
The short leagues gaily gliding.

Now "you be blowed" on the high seas
Is not high sea-soned diction.
A phrase more nautical would please
The sea-dogs' taste; the briny breeze
Invoke without restriction.

My shipmate thou, for whom I bow,
Your bow for home I'm turning;
No further seaward sail we now, —
The briny deep let other's plough, —
For port my heart is yearning.

A brisk and buoyant breeze attend,
When under weigh you find me,
And joyously my cruising end;
My barque to harbor safely send,
To "th' girl I left behind me."

Once more on shore I'll tack for Rose,
And with a smack, I'll hail her;
Joy like the salt tide ebbs and flows,
Still let us toast "The ship that goes,"
"The lass that loves a sailor."

— *The Wheel World.*

BOOKS AND PAGES

THE WHEELMAN for February, is early at hand, and keeps up its excellence of reading, and rather improves in its original illustrations. In "Echoes and Shadows," Mr. Pratt indulges in some pleasing wheel reminiscences. S. Conant Foster indulges in a charming "Midwinter Revery," "A Visit to the Magic City," is a lively and entertaining sketch, and President Bates's

account of the Bicycle Club's visit to the sewing circle, is in that genial writer's best vein. The two serials are pleasantly continued, and these with other stories and sketches of more or less merit, and one or two papers on bicycle construction go to make up a most readable number.

OUR LITTLE ONES for February is as charming in pictures and stories for the nursery, as any of its predecessors, and will be one of the best nightcaps for the babies that can be put on and will make their dreams so pleasant that not one of them will kick the bed-clothes off during the night. The Russell Publishing Company, Boston.

THE CLIPPER ALMANAC. — This handsome and valuable little annual has been received, and is, as ever, filled with statistics from every branch of sports, home and foreign, carefully collected and systematically arranged, according to latest information at the time of going to press. No real devotee of sport or pastime of any sort can afford to omit it from the files of his library. Published by the New York Clipper.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

H. H. K., Bremen. — Remittance at hand, all right. J. H., New York. — The League have issued no hand-book this year. The old one contains the constitution, rules, officers, etc., but all are incorrect at the present time. Our special number will give you revised constitution, rules and officers.

V. M. H., Marietta. — If you elect new members and pay their admission fee to the L. A. W. their membership in the League will expire 30 May. All League tickets expire on that date no matter when they are taken out. Special number has been sent.

W. H. M., Cincinnati. — Never received more than two or three copies of *Times-Star*. Have replaced it on our list at your request.

C. H. V., Bethlehem, Pa. — That was before our time, consequently know nothing of it. Send the account.

C. J. K., Columbus, Ohio. — Request received too late. Would greatly embarrass us to withdraw it now and really see no need.

H. N. K., Cincinnati. — Thank you for ticket and communication; but account had already been received from another source. Try again.

R. B., Boston. — Mr. Dean acknowledges receipt of communication with thanks.

L. H. J., Orange, N. J. — Mr. Dean begs to return thanks for your favor.

H. S. T., Montreal. — Accept our congratulations. Is he a Premier, a Sanspareil, a Challenge, an Invincible, or a Matchless?

SPEED ON THE ROAD A CENTURY SINCE. — A correspondent writes: — "Perhaps you may consider the enclosed extract from 'The Annual Register' of 1760 worthy of insertion. I was reading the quaint old book to-day, and pitched upon it. It is certainly curious, as illustrating what was our great-grandfathers' idea of speed, or what might possibly be accomplished regardless of expense. Extract, 'The Annual Register,' 1760, page 161; 6th edition, 1781: — 'One Mr. Edward Christopher lately rode, for a considerable wager, from the Axe Inn, Aldermanbury, to the city of Durham, which is 262 miles. He was allowed 46 hours to do it in; but performed it in 42, and rode 21 horses during the journey.' The mean speed anticipated, therefore, was $262 \div 46 = 5.7$ miles per hour,

To Manufacturers and Importers!

FOR SALE. A complete copy of the testimony used by McKee & Harrington in their suit with the Pope Mfg. Co. showing the so-called Crank Patent to be public property, and in use on the stage and streets of New York and Philadelphia in 1863, with names and present addresses of unimpeached witnesses. Also, information obtained in Paris concerning the actual inventor of the Crank Velocipede, by whom Lallement was employed in 1865. Together with the result of expert examinations of the minor patents, showing by the records full anticipation or means to avoid infringing them in the manufacture of first-class bicycles. For particulars address

THOS. B. JEFFERY, 40 S. Canal St., CHICAGO.

the actual speed $\frac{26.2}{2.1} = 6.24$ miles per hour, number of miles per horse $\frac{26.2}{2.1} = 12.48$. I have no data by me as to what has and can be done on a bicycle, but I believe London to York, 200 miles, has been ridden within the twenty-four hours; that is $\frac{200}{24} = 8.4$ miles mean speed per hour. The time of year this wonderful old ride appears to have been done is about December, but the difference of over two miles an hour can scarcely be accounted for in this way." — *Cyclist*.

THE BICYCLE BILL. — One of the leading lawyers in the State of Ohio affirms with confidence that the Bicycle Bill of Mr. Green of Shelby would not stand a test in the Courts. The effect and, indeed, the object of the bill is to prevent the use of bicycles, tricycles and velocipedes, by compelling the rider to dismount every time he sees a horse or vehicle approaching, and to remain standing until the horse or vehicle passes. If

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[Advertisements inserted under this head, not exceeding four lines, nonpartil, for fifty cents.]

FOR SALE. — A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

FOR SALE. — Bicycles 53 S. H. F. Premier; 56 D. F. H. F. Bristol Challenge; 54 Special Columbia, all full nickel and as good as new. Address W. C. MARVIN, Sec. O. B. C., Ovid, Michigan.

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Bargains.

56. A 56-inch full-nickelled Harvard; rubber handles; run less than fifty miles; can not be told from a new machine, \$130.

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48. A 48-inch full-nickelled ball bearing Standard Columbia; H. & T. Bell; rubber handles; A. No. 1, \$100.

46. A 46-inch full-nickelled Standard Columbia; McDonnell cyclometer and lamp, \$80.

The above machines are offered for cash, and the lowest price has been placed on each machine. Correspondence solicited. Address H. R. Bryan, Hudson, N. Y.

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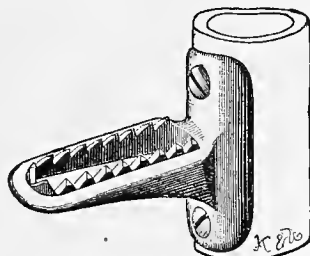
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the bicyclers of the State do not take immediate action, there is danger of the bill passing, as a large number of members of the Assembly seem to think that the public highways belong to owners of horses. — *Cincinnati Commercial Gazette*.

HARWOOD'S SAFETY BICYCLE STEP.



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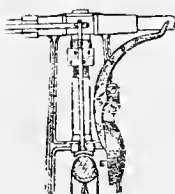
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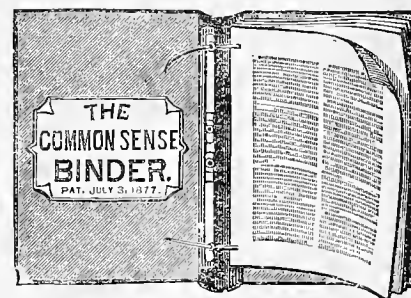
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BOSTON, 9 FEBRUARY, 1883.

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Number 14.

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SPECIAL NUMBER

OF THE

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CONTENTS.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 9 FEBRUARY, 1883.

WHERE SHALL IT BE?

Two Eastern cities have been prominently named as desirable places to hold the League Meet of 1883, viz., New York and Washington. Of the two, we believe the latter would be far preferable, for several good reasons. That the Meet will be held somewhere East this year is generally conceded, as it is very much desired to have as grand a display, in point of numbers, as possible, and, the bulk of the bicycling fraternity being located in the North Atlantic States, the more convenient to these the locality chosen shall be the larger will be the attendance. Now, given the largest attendance, the next thing to consider is, how may our presence and display appear to the best advantage, and consequently effect the most for bicycling interests,

through its impression on the public, and its cognizance by the press of the country? Twice has the Meet been held in a metropolitan city. In the first instance it was successful in both display and results, because, principally, it was more convenient to the great bulk of riders than any other place, so that nearly eight hundred bicycles were in line, and the untiring energy of the local committees of wheelmen was equal to the requirements of organization. In the second instance, the latter quality was not wanting, but the area of Chicago was so immense, the popular knowledge and appreciation of bicycling so slight, and the number of riders in line so few, that, as an imposing display, it was a failure. We do not hesitate to say that New York City would be the worst place of any which is likely to be proposed, even if the freedom of Central Park could be secured all day for our parade. Its approaches are, almost without exception, difficult and embarrassing for wheelmen; it has few or no facilities for riding outside the forbidden park; it would not be likely to bring over five hundred bicycles together—and these would make still less public impression than did three hundred in Chicago; and no general benefit to bicycling would accrue from it, and the only real satisfaction the participating wheelmen would be likely to derive would be the remembrance of the cordial welcome and earnest endeavors for their pleasure and enjoyment extended to them by the local riders. Brooklyn would be a much better place than Manhattan Island. Washington, on the other hand, contains all the facilities which New York lacks, and, in addition to the same fraternal welcome and effort we should receive from the Gothamites, the parade in Washington would be a grand popular attraction; but Washington is too far away to draw a large delegation from New England (we doubt if any more than attended the Chicago Meet), and it is also probable the temperature of Washington on 30 June would be "horrid torrid." We believe the Meet should be held in New England, because the great mass of riders are not only here, but they are more centralized, and can more readily converge their numbers on any point within a hundred miles. Of course we do not intend to advocate that it be held in Boston again at present, but there are several smaller cities, any of which would be suitable, and all con-

venient as would be New York to riders west and south of that city, and we think we might safely add, as convenient of access to New-Yorkers themselves as their own city. For instance, Newport, where the League was born, Worcester, or Springfield, where some of the most successful and enjoyable wheel gatherings and races have already been held, and, lastly, New Haven, where we think the Meet of 1883 should be held. There are several important reasons why the selection of this beautiful city would be wise: It is central as regards bicycling. It is convenient as a converging point. It has plenty of good streets not only for the grand parade, but for individual and desultory runs and excursions. It is large and small; not too large nor too small, but just about large and small enough. It is large enough to gratify the desire of wheelmen for popular appreciation of our display, and small enough to make our display imposing. It has one of the best bicycle clubs in the country, composed of gentlemanly and enthusiastic riders, and Capt. Marsden's experience as League Commander last year makes him eminently fit to organize local committees for the reception and care of visitors and perfecting local arrangements for the parade. Therefore, taking one consideration with another, we think the selection of New Haven would be a happy one.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World: — Who says that Boston is the only place wherein are live bicycle clubs? Come, friend and sceptic, lock arms with me, I am your guide for the nonce, and will, as I lead you, stun your memory with old-time recollections. Stop, while we take a glance around; see where, at our feet, lies the winter slush and mire, covering with its heavy cloak the smooth level grade that 5th avenue of old once boasted of; overhead the sky, with its murky clouds, lends its companion shadow to the night. Look in the background, where the sombre skeletons of the leafless trees in the park throw in their circling order on the wide entrance through the square, their bare boughs in mute supplication to the god of the storm; turn where we stand in our own tracks, and gloomy as any ghost that ever rose through all historic times "to banish

sleep." See where rises to a curbed height the dreary semblance of a house, white with its painted walls, surmounted by a gigantic phantom wheel, it seems a fit sepulchre for vanished hopes, which once held sway, when, pregnant with its clubs, it stood and gloated over the enchanted land they call the Park (which we now call a mirage) but which then, lit up by the sunset glow, shone with strange beauty, and seemed a land of promise, with probation short; mind how hopes thrived, came near fulfilment, pined, sickened, and died, while with them died the clubs; and with the clubs the building sank, decayed, was buried, and from its ruins, haunted by the shadowy, silent wheels of riders gone, that in their ceaseless and untiring and unending round, gleam for an instant through the portals, pass in their order, and then thread the park that they at last have gained; and then, like will-o'-wisps, vanish into the darkness, rose, — what — come turn the corner; see this curtained door; let's turn the latch. It opens easy, as though ever ajar, and arm in arm we enter, close the door, advance and grasp the friendly hands outstretched to welcome us. No niggard welcome this; the room is thronged, and threescore men and more do all they can to give confusion voice. It is only a social evening of the Citizens, dubbed "musical." As yet it's only a Babel, but 't will end in harmony. The room is long and narrow; half way of its length a velvet carpet runs, and then three-quarters the height of the ceiling a curtain falls with heavy folds, sliding on rings along a bar the whole breadth of the room. We raise the curtain and step on the bare floor, and note on either side, head to the wall, a double row of bright machines, Expert predominating, with here and there a Harvard and Sanspareil. We pass through to a room half the width of the one just left. It is lined with lockers, well appointed, nicely furnished and carpeted, and cosy to an extreme. On one side is a fine bath-room, and alongside of that a sleeping-room for the janitor. Everything is very inviting, and we pass back into the crowded reception room with a realizing sense that a new order of things is commencing, and that the present of bicycling and its adherents in New York is an improvement on the past. We mingle with the rest, glance around at the well-known faces on every side, familiar to us on road and racing path, and our impressions are confirmed. Some few we see that bestrode the wheel in its youth, but the majority are new to it and its ways; all the same they all wear the same expression, showing through all the transient facial changes, and we know that it means determination and "stay."

It is the evening of 3 February, and we are reminded in a moment that the programme of the evening is about to commence, by the deep-toned voice of Doc Beckwith. So we range our chairs around, with hearts and faces primed for good music, elocution, and a good time

generally. Full dress predominates, but before the ball is fairly opened, we hear of a sudden, at the front of the building, the discordant bray of a fog horn. The knightly challenge is answered, the draw-bridge let down and portcullis raised, when in files a delegation of nine of the Kings County Wheelmen, from far away Brooklyn; dressed in their suits of dark brown, to do honor to the occasion. We make room for the band in our midst, and the ball rolls on. We sit in silent wonder while Fontaine exhibits his marvelous dexterity. We "hold the Fort" with Ellison, and applaud Bourne's effort to the echo; we ponder well over the hand that Leonard holds in "A Brief Sermon," and 'owl with delight while "Comin' thro' the Rye"; we listen with pleasure unabated to the closing song by the club's quartette, and after coffee (?) and refreshments in the back room, with a health and three times three for the "Cits.," leave with another pleasant memory stowed away in the hold of our hearts. We reach the Ixion's room, where the red light shines forth through the chinks in the curtains. We stop for a moment in their cosy room, which seems instinct with the vim and go of its members. Another laugh, another cheer, then home.

The next bicycling event to be chronicled here in New York will, in all probability, be the first regular sociable of the Ixions, which is to take place on 15 February (Thursday) at Trenor's, 32d street and Broadway. They are getting up things on quite an elaborate scale, and intend to send invitations broadcast. There will be no fancy riding indulged in, but the evening will be devoted entirely to "tripping the light fantastic." The orders of dancing will, it is said, be quite fine, a special design for same being now in hand by Mr. A. D. Wheeler of their club. I hear that Chief Consul Weston has already promised to be there, and have no doubt that all the neighboring clubs will show up well. The Kings County receptions certainly go to show that there is no dearth of good will, at any rate, in the matter of balls, etc., and there is no reason, therefore, why such a thing should not be made a success, if properly managed, here in New York, which certainly does not yield the palm to any other city (American at least) in gayety. We are all looking forward to it with a great deal of interest, owing to previous experiences, and should it prove a success, as is almost a certainty, congratulations will be a drug on the market, and repetitions will abound. I certainly wish them the success they deserve, and trust to see you all there. CHIC.

NEW YORK, 4 February, 1883.

A Kentucky Ride.

Editor Bicycling World.—A long bicycle ride at this season of the year is something of a rarity, and the forty mile spin my friend C — and I, took a few days ago was doubly enjoyed on this account. The day was very gloomy, and

at nine in the morning the clouds still threatenad rain or sleet. Nevertheless we mounted, C — on his fifty-four "Expert" and I on my forty-eight "Star," determined to take a ride, come what would. Much to our surprise we found the roads better than we ever knew them to be, and our run to Fern Creek, ten miles out the Bardstown pike, was rapid and much enjoyed. Then came the sleet. The question of a speedy return to the city arose, but ere we came to a decision our rapid wheeling left storm far behind. A bright sky and a delightful coast down a long, smooth grade drove away all thoughts of turning back. Eighteen miles out we stopped at a wayside grocery on the top of a hill for lunch.

Well warmed by our exercise and extra pull up hill, we found the atmosphere disagreeably cool, and only tarried long enough to dispatch a few bites of cheese and crackers, and to wash them down with a drink of cider.

After giving a full report of ourselves to the idlers standing around, and assuring them that we were not riding a race, we mounted and sped away. Good hard experience is indeed the best of teachers, and we learned a never-to-be-forgotten lesson right there. Perched aloft with nothing to do save to face a keen, cutting breeze, we reached the bottom of that grade with chattering teeth and benumbed limbs. I never before objected to the length of a down grade, and shall try to avoid the necessity of doing so again from same cause. Moral: Never take lunch at top of hill on a cold day. We sailed through Mt. Washington without stopping, and soon had the unexpected pleasure of greeting our fellow wheelman, Mr. F. The jolly good fellow gave us a warm welcome, and invited us to go home with him for dinner.

I gave C — an inquiring look, and the "of-course-I-will" expression I saw on his face gave me to understand that the fame of a certain Sunday dinner given to four hungry bicyclers had reached his ears. I was one of the four h. b.'s, and knew a good thing. A few moments later found us in a cheerful room in Mr. F's home. Mrs. F — did everything to sustain the fame of Kentucky hospitality, and we upheld the bicyclers reputation as big eaters in a royal style. Our appreciation of the kind attention was only excelled by our capacity to eat. After a too short sojourn with the F's we started for Bardstown. Mr. F. joined us, mounted on his 57-inch "Star," and rode to the cross road post office, five miles from his place. In that distance he gave us a sample of hill climbing and coasting that rather astonished us. Mr. F — makes practical use of his wheel, riding about sixteen miles a day, and is one of the best road riders I have ever met. We reached the hotel in Bardstown, and end of our forty mile journey just at dark. Our talkative bicycling friend, "Nab," entertained us until 10.30. It rained during the night,

and the roads next day were too muddy for comfortable wheeling. We spent the day pleasantly, calling on our Bardstow friends, and were delightfully entertained at tea by one of Bardstorn's most charming young ladies. The wished for sudden freeze did not come and we were compelled to accept the inevitable, — get up at 5 A. M. next day and take the train for Louisville. Before closing, I must mention that we were treated with the utmost kindness, excepting in one or two instances, by the people we met along the road. Happily "the great American hog" — that detested creature in human shape, who imagines he owns the whole road because he is privileged to drive a horse, is fast becoming extinct. H.

LOUISVILLE, KY., 27 January, 1883.

Anent the Ohio Bill.

Editor Bicycling World:—All attempts at unjust discrimination invariably result to the advantage of those discriminated against. The bill recently introduced into the Ohio Legislature to require bicycle riders to dismount every time they see a horse, gives an illustration of this fact. Your correspondent has had abundant opportunity to observe the effect of this bill on the public mind, and has noticed that a great many persons have taken quite an interest in wheelmen's affairs who were seemingly indifferent to such things before. An examination of newspapers published in different parts of the State fails to find a single comment favorable to the bill, but quite the contrary. A limited correspondence with one or two personal acquaintances in the Assembly indicates that there is no extraordinary enthusiasm over the bill among the members of the Legislature, and if newspaper reports be true, Mr. Green, the author of the bill, has himself become convinced of its injustice and will withdraw it. COUNT.

XENIA, OHIO, 27 January, 1883.

A St. Louis Exhibition.

Editor Bicycling World:—On 24 January, the Missouri Bicycle Club gave their second entertainment at the Natorium. Their first, which occurred at the same time that the "Olde English Fayre" was in full blast just across the way, was hardly a success, financially, but this time it was greeted by a large crowd, and the 'cyclers gave a very creditable entertainment. The club drill was finely executed, and showed some very hard and constant practice, and the many intricate and pretty figures formed, met hearty applause from the spectators. I guess (our correspondent probably means "reckon."—ED.) everybody has seen Rollinson in his "beginner's act." Well, a Missouri man discounted it considerably. It was saddening to see him trying to kill himself at first, and then gradually improve until he rode around the hall, disrobing himself as he went, and appeared in the full costume of the Missouri Bicycle Club, and did quite a number of "tricks."

The trick riding of Coler Stone and Fred. Becker's was the chief feature of the exhibition. Mr. Stone has the one-wheel riding to perfection, rolling around the hall in a slow and stately manner that shows the greatest confidence, while the spectators fairly go wild with enthusiasm. We will have to "pit" him against Mr. Rex Smith sometime. I will not weary you with the recitation of Mr. Stone's host of skillful performances, however much they interest me. I will digress enough to say that Mr. Stone is our Wilmot, and for over a year has ridden to his place of business on his 58-inch, every day, rain or shine, mud or snow, over the vilest street in the world.

Another feature of interest was the tricycle race between two young ladies, which showed good speed and endurance, but I must say I felt a little ashamed for them, because the gentlemen (?) present cheered too lustily whenever one passed the other.

The Eurotas were all there, and could be seen in different parts of the hall, each with two ladies, — as that is the smallest number they will ever go with. They all looked pleased, and were not stingy in their praise of the performances. The hall is entirely too small for racing, but the Missouri Bicycle Club kept the attention of the crowd for two hours and a half, and a good band discoursed sweet music. Of course it wound up with a dance, and when your correspondent left the floor was a tangle of bicyclers' legs and dresses. ONE OF THE EUROTAS.

ST. LOUIS, 28 January, 1883.

Gearing Down and Gearing Up.

Editor Bicycling World:—There has been some confusion in the use of these terms in tricycle matters, but custom has now settled that gearing down is reducing the effective size of the drivers, and gearing up is increasing it. One reduces speed, exchanging it for power; the other exchanges power for speed. The actual size of the gear-wheels on the driving-hub and crank-shaft, is of no consequence, provided they are both of the same size; when they are, the machine is "geared level," one revolution of pedal's causing one revolution of driver. Gearing down consists in having the wheel on crank shaft smaller than that on the driver; gearing up has the shaft-wheel larger than the wheel on the driver. Since the teeth on these two wheels must have the same size and shape, the relative size of the wheels is proportioned to the number of teeth they bear. Thus, if the upper wheel has thirteen teeth and the lower one has twelve, the machine is geared down "one tooth" for power; if these two wheels shift their position, it is geared up one tooth for speed; if the two wheels have the same number of teeth, it is geared level.

Gearing up is now confined to a few machines having small drivers — say, thirty to forty inches diameter, and is pretty nearly gone out. Gearing down increases ease of driving, but requires

quick pedalling in order to restore speed; for hills or heavy work it is obviously useful. In general, — as nearly as a rule can be formed, — gearing up is best suited to heavy and muscular men, who can put on pressure more comfortably than they can work their feet quickly, and gearing down is best for lighter and less powerful persons (notably for ladies) who can better move at a livelier rate of pedalling than work hard. Gearing down is obviously appropriate with large wheels, which have the advantage of overriding obstacles better, dropping less into hollows, and generally moving with a little less vibration; on the other hand, smaller wheels are lighter, more convenient of handling and less unstable. From forty-four to forty-eight may be considered the medium range for drivers, and I do not see the advantage of increasing this size merely to gear it down again. Quick pedalling is no doubt an accomplishment which practice vastly helps attain and make easy, and the tendency is now unmistakably to moderately gear down.

The problem of figuring out the required reduction in the lower wheel is very simple, but the rule of three may bother some whose arithmetic is not of the readiest, and it may assist to suggest alternative rules. So here are two:—

RULE 1. *Multiply the number of teeth on the hub by the inches of diameter of the wheel desired, and divide by the inches of diameter of the actual driver;* the quotient will be the required number of teeth on the lower gear wheel. For example, if you have a 48 driver with 12 teeth on hub, and want to reduce it to 44, multiply 12 by 44 and divide by 48, and you have 11.

RULE 2. *Divide the inches diameter of actual driver by number of teeth on hub, and the quotient is the number of inches which EACH tooth taken out of the lower gear wheel will gear the driver down.* For example, for a 48 wheel with 12 teeth, each tooth removed from lower gear wheel will gear down 4 inches, for a 50 wheel with 16 teeth, each tooth removed will gear down 3½ inches. Unless the number of teeth is an "even" one, the gearing down will be fractional. In general, removing of one tooth will make a change of three to four inches in effective size of driver, depending on the number of teeth in the wheels. It is impossible to always make the exact alteration preferred, as could be done if band wheels were used. JULIUS WILCOX.

NEW YORK, 1 February, 1883.

Value of State Organizations.

Editor Bicycling World:—We have at last had an opportunity of proving how wisely L. A. W. Chief Consul Pratt of Massachusetts wrote, in his communication to the WORLD of 13 October, 1882, regarding State or local administration of League affairs. To quote part of his letter: "A fully equipped State organization can not only accomplish more work, but it is capable of attracting and holding

a strong personal interest, hardly possible with a scattered membership occupying half a continent. A certain bond of fellowship is almost as indispensable between League members as in the more contracted sphere of the local club."

The League of Ohio Wheelmen has done good work, and were it not for that organization the wheelmen of this State could not have agreed upon a line of action so promptly as the executive committee of the L. O. W. outlined and carried through successfully.

Without the L. O. W. we would have been comparative strangers, and even had we wished for concerted action we would have had no little trouble in accomplishing as much in the same number of weeks as we have accomplished in days.

President Miller of the L. A. W. did noble and heroic work, and deserves our blessings and thanks, but without the L. O. W. he would have been comparatively helpless. I wish to add that corresponding secretary C. J. Krag worked zealously and faithfully, day and night, writing to members in every town and city in the State, and otherwise rendering valuable assistance to President Miller, and we owe him much.

PRESIDENT LEAGUE OHIO WHEELMEN.

CINCINNATI, OHIO, 3 February, 1883.

A Capital Exhibition.

Editor Bicycling World.—The first rink entertainment of the Capital Bicycle Club for the present season, was charmingly described in your columns by Capt. Shillaber of the Massachusetts, whom we were heartily glad to welcome amongst us; but upon the night of 29 January the club gave a second exhibition which so far excelled the first that the genial captain would have enthused to a remarkable degree had he been with us. "Standing room only" was the order of the evening, and so little of that was there that Capt. Seely and his drill squad of twelve had the greatest difficulty in making their way to the surface. It was the largest crowd the rink has ever contained under its present management; but it was an enthusiastic crowd, and the discomforts of the herring-box method of packing, and of sharp elbows in one's ribs, and of crushed toes, were forgotten in the good natured excitement of the moment.

At sharp 8.30 twelve caps in full dress uniform filed across the surface with glittering machines, and drew up in line facing the audience. Suddenly the music struck up, and down upon the wall at the end of the hall was unfurled a gigantic portrait on canvas of the Klub Kat. This was a surprise for the club, prepared by Manager Curtis, and, as the cheers of the audience subsided, the rattling club yell of the "Capitalists" rang out,—"rah-rah-rah, C.-B.-C.-r-r-r-r-r boom-boom, Miaow!" The drill, from its platoon stand-still mount to the beautiful triangular figure at its close, was the most successful the Capital Club has ever given; not a slip, not an accident of any kind, in spite of the confined

space in which many of the wheels had to be made. Capt. Seely did not ride himself, but was stationed on the surface and directed the movements by whistle signals.

One of those ludicrous competitions known as a slow race followed. Borden, with the race in his own hands, could not resist the temptation to look just once at a certain place in the audience, and, as a result, the "*leus medius mortuus*" caught and toppled him. Beall's Expert was so much excited by the music and the glare of the lights that he started off on a gallop, leaving the race to Stewart and his staid British.

It would have warmed any one's heart, were Copes and Harry Tufts to have heard the roar of applause which greeted Rex Smith, our "*Cyclorum Rex*" as he made his appearance. It is one of Rex's peculiarities that he always astonishes his own club as much as he does comparative strangers. The night Capt. Shillaber was with us, the programme was as new to us as it was to him, and on the night of the 29th he improved upon the most difficult of the tricks which Capt. S. has so graphically described in the "*WORLD*." Washingtonians, of whatever rank or station, are proud of Rex as a rider, and we "Capitalists," who know him well, value him still more as the modest, hard-working student that he is.

Skating followed the bicycle exhibition. Washington's prettiest girls vied with one another for the honor of helping the blue caps to keep on their feet, and the evening closed to the inspiring strains of "*Vive le chat*."

O. T.

WASHINGTON, 2 February, 1883.

Coming Chicago Races.

Editor Bicycling World.—The recent five-mile race in Louisville, between Reed of Cincinnati, Crawford of Louisville, and Crawford of Chicago, has so stimulated the general interest in bicycling matters, that the Hermes Bicycle Club of this city has arranged for a grand bicycle tournament, to be held in the Exposition Building on 22 February. It is our intention, if possible, to have the above-named riders compete in another five-mile race. Chas. H. Jenkins, the champion amateur fifty-mile rider of the United States, and W. T. Franke, will be here, besides A. G. Crawford from Louisville. We also expect that Milwaukee, St. Louis, Buffalo, Rochester and Cincinnati will be represented. The races in the afternoon will begin at 2 P. M., and will be a five-mile scratch, two and three-mile handicaps, one-mile heat race (best two in three) and half and quarter-mile dashes. In the evening the races will begin at 8 P. M., and will consist of a ten-mile race for the amateur championship of the United States, and a two-mile heat race, open only to those who have never won a race. The prizes for the ten and five-mile races will be twenty-five dollar gold medals, and for each of the other races there will be two prizes, gold and silver. The Exposition Building

offers great facilities for an exhibition of this kind, as there is a first class six-lap track and plenty of room for spectators. The races will be open to all amateurs, and entries can be made with J. O. Blake, 77 State street, until 15 February.

W. COWLES, Sec.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Monday, 12 February:
Maryland Bicycle Club, monthly business meeting.

Tuesday, 13 February:
Regular monthly meeting of the Newton Bicycle Club.

Tuesday, 13 February:
Fourth Annual Dinner Massachusetts Bicycle Club.

Thursday, 22 February:
Second annual reception concert, exhibition and ball of the Springfield Bicycle Club.

Thursday, 22 February:
Hermes Bicycle Club races, Chicago, in Exposition Building.

Monday, 12 March:
Maryland Bicycle Club monthly business meeting, annual election of officers, revision of constitution, etc.

Wednesday, 14 March:
Maryland Bicycle Club, first annual dinner.

IXION BI. CLUB.—The Ixions will give a club sociable and reception on the 15th inst. at Trenor's Hall, 32d street and Broadway. This club has heretofore successfully completed everything it has undertaken, and has now concluded that New York shall no longer be behind in matters of this kind. It has engaged an excellent orchestra for dancing, and will issue over a thousand invitations to its numerous friends. The order of dancing will be of original design by Mr. A. D. Wheeler, a member of the club, and a well-known contributor to the artistic departments of bicycle journalism, and will be the finest thing of the kind ever presented on such an occasion. Full delegations are expected from the Citizens', K. C. W., L. I. W., Mt. Vernon, Pequonnocks, and neighboring clubs. "Papa" Weston has promised to come over from Boston especially to attend the affair, and it is hoped that he will cause others from the Hub to follow his example. The Ixions desire that their friends who are wheelmen will attend in full club uniform. Tickets, \$1.00 each, can be had by application to the secretary, B. G. Sanford, P. O. Box 2425, or to the reception committee at the Ixion Club rooms, No. 4 East 59th street, New York City.

KENTUCKY BI. CLUB.—The annual business meeting of the Kentucky Bicycle Club was held 10 January. The following officers were elected for 1883: Club committee, Aaron Cornwall, president, David P. Curry, vice-president, Messrs. G. M. Allison, Howard Thompson, W. L. Verhoeff, Stanley B. Huber and Arthur L. Pope, secretary and treasurer, to whom all club communications should be addressed; field officers, captain, Newton G. Crawford; first lieutenant, John F. Adams; second lieutenant, Sam. Holloway; bugler, Clarence H. Jenkins.

PENNSYLVANIA BI. CLUB.—*Editor Bicycling World.*—We have just decided on a move, which no doubt is familiar to most members of bicycle clubs, and that is, a change from the first uniform adopted. Following in the footsteps of many other clubs, and learning like them, by experience, that corduroy is not the most desirable material for a bicycle club uniform, we have determined to change. At our last monthly meeting the committee appointed to grapple with the question of uniform, laid their report

on the table, and it was found they had performed their work so well, that, with a few modifications of detail, the club would have very little to do save accept the uniform they recommended. Here it is, as it was voted unanimously by all present: Black cheviot suit, the coat having cadet collar; black stockings and black shoes; black cap, with visor, and knotted silver cord in front. The white shirt of the Pennsylvania, which formed a marked feature in our bi-centennial meet, has been retained, but instead of a blue cord, a black one has been substituted, and the blue letters Pa. have given place to black ones. This uniform has the support of the entire membership, and the impression seems to be that it will make a remarkably suitable and handsome appearance, whether the members ride in a body or singly. The selection of a new badge has been deferred until our next regular meeting.

ARTHUR MACOWEN, *Sec.*

MASSACHUSETTS BI. CLUB. — At the fifth annual meeting of the Massachusetts Bicycle Club, held at its club-rooms, 194 Columbus ave., Tuesday evening, the following gentlemen were elected officers for the ensuing year: President, Henry W. Williams; secretary, George Pope; treasurer, D. E. Devoe; captain, Adams D. Claffin; first lieutenant, Gilbert E. Chandler; second lieutenant, Darwin J. Smith; buglers, J. T. Dyer and C. W. Reed; club committee, the president, secretary and captain *ex-officio*, A. S. Parsons and E. W. Pope; house committee, G. H. Waters, A. L. Atkins and Henry S. Harris.

CORNELL BI. CLUB. — *Editor Bicycling World.* — Our club was organized in September, 1882. Although quite small now we have prospects of a large increase next spring; our members are all students in Cornell University; we have regular races in connection with our Field Day sports; in good weather we have a club run every Saturday afternoon; during the winter our riding has been somewhat interfered with, but we have not been idle; we have adopted a club uniform, cap and badge; have rooms in which are kept the *WORLD*, as well as several other bicycle papers; have occasional spreads, etc.; our president is Mr. F. P. Ingalls, and our captain Mr. E. J. Lorber. H. W. KELLOGG, *Sec.*

CITY BI. CLUB OF BROCKTON. — The following were elected officers at the recent annual meeting: President, W. M. Pratt; vice-president, G. W. Loring; captain, W. B. Briggs; first lieutenant, G. W. Hayward; second lieutenant, H. A. Carr; secretary and treasurer, F. M. Buckley; club committee, W. M. Pratt, C. T. Chevigny, S. Dexter, S. Howes, A. B. Jenks.

Lieut. Carr, who has won two of his three races, will have a larger machine next season, when he will probably make it warm for some of the present fast men. He was sixteen years old in De-

cember, and 1882 was his first year of riding. He won a mile race against Wattles and another rider, and a two-mile race against Wattles, Trufant and Seavey, but in his third race, against Burnham and Woodside, he was defeated.

The club has had three very successful sociables this season, and will hold a masquerade early next month. The club room is centrally located, and is fitted up in excellent style.

Doc.

OBERLIN COLLEGE BI. CLUB. — The wheelmen of Oberlin (O.) College have formed a bicycle club and organized as follows: President, C. H. Scott; captain, Walter Stone; lieutenant, J. E. Williams; secretary and treasurer, Gerald S. Lee. Much interest is felt in bicycling here, and the prospects for the club are most promising. SECRETARY.

BOSTON RAMBLERS. — The following challenge has been sent to the Crescent Bicycle Club of Boston, from the Boston Ramblers: —

MR. E. S. ROBINSON, CAPTAIN CRESCENT BICYCLE CLUB: *Dear Sir,* — the comparative merits of the Crescents and Ramblers in drill riding are under public notice, and are often inquired about. This leads me, in behalf of my club, to offer you an opportunity to compete publicly with us in a squad drill of eight men. The Olympian Club has offered a prize for the best drilled city club, and we take this opportunity of challenging you to a friendly competition for the prize, and the honor of leading the clubs of this city in drill riding.

C. S. HOWARD,

Capt. Boston Ramblers' Bi. Club.

AT the annual meeting, Tuesday evening, the same officers were re-elected for the ensuing year: President, S. S. McClure; secretary and treasurer, A. H. Forbush; captain, C. S. Howard; first lieutenant, W. P. Haskell; second lieutenant, F. L. Flocken; first bugler, E. R. Benson; second bugler, W. C. Stahl. Annual dinner next month.

Boston Bi. Club Annual Dinner.

THE Boston Bicycle Club partook of its fifth annual dinner last Saturday evening, 3 February, at Young's Hotel, about one hundred members and guests being present. Gathering partial wisdom from past experience, the committee called the dinner for 6.30 o'clock P. M., but the natural tardiness of some of the members, and the pleasant interchanges incident to the reunion of old friends lingering in the comfortable reception rooms, combined to delay, and it was about 7.15 o'clock before the company sat down to the tables in the lower dining hall. The *menu* was prepared and served in the excellent style for which Young's is famous, and it is needless to add that the partakers did full justice to the opportunities presented, and without undue haste. Finally, however, President Charles E. Pratt rapped the company to order for the post prandial exercises, and, after a few brief but cordial words of

welcome and congratulation, reviewed the relations of the club to the advancement and protection of the bicycling interests of the country, proposed the first regular toast, "Our Country," which was heartily responded to, all standing, while the Germania orchestra struck up the national anthem. The next toast was "The Commonwealth," to which it was expected Gov. Butler would be present to respond; but his Excellency was unavoidably absent celebrating his recent legal victory in Rhode Island, and President-elect E. C. Hodges neatly acted and spoke for him. Major Matthews of the common council then proposed "The City of Boston," which called up His Honor Mayor Palmer, who made a rousing speech in favor of bicycling, and all athletic exercises, and pledged his influence and such civic powers as he possessed to the securing and protecting of wheelmen's rights, and was greeted with most enthusiastic applause at the close of his remarks. The next regular toast, "The Boston Bicycle Club," was responded to in an excellent manner by President-elect Hodges. "Our 'Cycling Guests" called up President Fred. S. Pratt of the Worcester-Eolus Bicycle Club, and A. G. Carpenter of the Providence Bicycle Club, and Dr. F. A. Harris wittily and amusingly replied to "Our Civic Guests." "The League" drew some excellent and sound remarks from Vice-President A. S. Parsons, and, of course, for "The Bicycle Touring Club" none could so fitly respond as the venerable "father," Frank W. Weston. John Boyle O'Reilly for "The General Press" spoke briefly but well, and for "The 'Cycling Press'" Messrs. S. S. McClure of the *Wheelman*, and W. E. Gilman of the *BICYCLING WORLD* were the respondents. Other speakers were Lieut. Theodore Porter of the U. S. S. Powhatan, and Messrs. Woodward, Clark, Dean, Harrison and Fourdrinier of the club. J. L. Ayer, American representative of the Union Vélocipédique, of France, was also present, but had stepped out at the time his name was called. The "feast of," etc., was prolonged until midnight; but, owing to the delay in getting to table, a number of out-of-town guests were obliged to leave during speech-making. The occasion, was, however, probably the most successful and enjoyable in the club's series of annuals, and will have its effect in strengthening the members' interest in the organization, as well as securing municipal favor and recognition, and when the next dinner occurs "may we be there to" eat.

Capital Bi. Club Annual.

THE fourth anniversary of the Capital Bicycle Club of Washington was observed 31 January, by participation in a dinner at Harvey's. About sixty members and guests sat down to table, among the latter being District Commissioner Morgan, Col. F. A. Seeley, Dr. Hansmann, and Harvey de Witte. A humorous *menu* had been prepared, but the

eccentric nomenclature did not interfere with the enjoyment of the repast. President Leland Howard made an opening address, which was the key to those that followed—enough of fun to cause laughter, and sufficient eulogy of the club to make the manly breasts of the members swell with pride.

Secretary S. P. Moses, Jr., read a number of statistics of the club, done up in a facetious manner. Included in these frozen facts were some furnished by thirty-three of the members, in answer to a circular calling for their politics, religion, tariff views, birthplace, social state, number of children, condition of heart, beard, size of calf, style of beauty, descent, and length of bicycle and bone-shaken experience. This census revealed that there are seven married to twenty-four single, and one engaged man. Mr. Loomis filled in the blanks with Shakespearean quotations, and Mr. C. K. Dodge replied in Irish brogue. The oldest member was shown to be forty-seven, and the youngest fifteen; the tallest six feet two inches, and the shortest five feet three; the heaviest one hundred and seventy-eight, and the lightest one hundred and four.

An essay by C. R. Dodge was a most amusing account of an imaginary encounter with the club cat, which, by the way, is a most hideous object in Japanese papier-maché. Capt. L. W. Seely delivered a prophecy, which was a unique production. He predicted, in the form of a dream, the condition of Washington twenty-five years hence, from a bicyclist's standpoint. His points were greeted with uproarious shouts of laughter. A list of nearly a score of toasts were aptly introduced and as fitly responded to.

The Cleveland Exhibition.

The first public exhibition riding and drill of the Cleveland Bicycle Club was given 31 January, at the skating rink, to a large and delighted audience. The full drill squad, under Capt. Fred. T. Sholes, comprised sixteen riders, the others being Alfred Ely, Jr., color-bearer; A. O. Janes, T. S. Beckwith, W. H. Wetmore, F. P. Root, Harry Glidden, bugler; J. D. Pugh, George Collister, A. S. Hathaway, H. G. Biddle, G. H. Potter, J. H. Collister, Sterling Brewer, F. B. Brown, Frank Douglas and Paul North. The evolutions consisted of drill by the entire company on foot, bicycles in hand, and in the saddle, marching singly, by twos, fours, and eights in line, and fast winding follow the leader riding. The excellent dressing and wheeling drew out rounds of applause. Next, a picked eight of the club, composed of Messrs. Ely, Janes, Beckwith, Wetmore, Root, Glidden, Pugh and George Collister, gave an exhibition drill, the features of which were the company riding without hands, which were interlocked, and standing still on the machines. Messrs. Pugh and George Collister followed with a display of plain and fancy double riding—

changing machines on the run, riding with no hands, and finally both on one machine, one at the handles and the other at the wheels, Pugh on Collister's shoulders, etc.

The closing part of the exhibition was devoted to Mr. W. H. Wetmore's fancy riding. It proved beyond a doubt his title, earned some months ago in Columbus, at the L. O. W. meet, of champion fancy rider of the State. He is a wonderfully daring wheelman, easy and smooth of action, and seeming to get as much out of his new British Challenge as man can get from it. His feats were all well done, and the applause shook the building. The whole affair was eminently successful, and proved a revelation to most of the spectators.

Brakes.

DOR, in the *Tricyclist*, says: "Talking of sociables reminds me that I have a word to say as regards a second brake. In the majority of sociables the brake power is only applied by one rider, and that by the one who has the steering also under his control. "Of course that is the side the gentleman rides, and if the brake is a good one it is quite sufficient," my friends say. So it would be if you could always rely on the man's head being as strong as the brake—but you cannot. I do not think that one rider should be left so absolutely at the mercy of the other. Especially should there be a second brake when as in some sociables the lady's side is fitted with a clutch-action, giving no power of back treading.

The Recent New York Races.

FROM the *Spirit of the Times*, which never allows wrong-doing in sporting matters to be winked at through erroneous ideas of charity, we reprint the account of the late bicycling events in New York. We showed it to Prince, and he cordially indorsed the *Spirit's* comments on the character of the event in which he participated, and said frankly that he was heartily ashamed of the whole affair and regretted having entered.

NEW YORK CITY. — 26 and 27 January, at the American Institute Rink; track on cement floor, nine laps to the mile, with tolerably easy corners. Referee, F. Jenkins; timekeepers and scorers, H. Plummer, S. Austin, P. J. Donohue, and W. Harrison, under the supervision of E. Plummer.

Professional 26-hour race — W. C. Young, Boston, Mass., 257 miles 100 yards in 22h. 20m.; W. J. Morgan, Canada, 249 miles 106 yards in 22h. 20m.; J. Wilson, Boston, 217 miles 782 yards in 19h. 30m.; W. M. Woodside, Ireland, 193 miles in 19h. 59m.; W. Oliver, New York City, 75 miles 1,173 yards in 10h.; T. Harrison, Boston, 61 miles 1,173 yards in 6h. 33m.; G. Gaisel, New York City, 50 miles 196 yards in 7h. 20m. 32s.; F. H. Hart, Boston, 16 miles 487 yards in 2h.

With the exception of a few unimportant exhibitions at 6 hours or 12 hours per day for a series of days, professional long-distance bicycling in America has found its limit at 50 miles, and we have, therefore, a chain of new records from 51 miles to 257 miles, inclusive, and also of hourly performances from 4 hours to 23 hours. These times and distances are, however, far behind the records in England, where 262 miles 938 yards has been ridden in 18 hours.

Our new best-on-record are now as follows:—

Four hours, T. Harrison, 54 7-9 miles; 5 hours, W. C. Young, 67½ miles; 6 hours, 79 7-9 miles; 7 hours, 93 2-9 miles; 8 hours, 105 miles; 9 hours, 116 miles; 10 hours, 127 5-9 miles; 11 hours, 139½ miles; 12 hours,

148 miles; 13 hours, 161 2-9 miles; 14 hours, 171 5-9 miles; 15 hours, 182 5-9 miles; 16 hours, 191 miles; 17 hours, 202½ miles; 18 hours, 210 miles; 19 hours, 219 5-9 miles; 20 hours, 231 5-9 miles; 21 hours, 244 1-9 miles; 22 hours, 253 5-9 miles; 23 hours, 257 miles 100 yards.

AT AMERICAN INSTITUTE BUILDING, NEW YORK CITY, 27 JANUARY, 1883. TRACK, 9 LAPS TO THE MILE. 26-HOUR BICYCLE RACE. TIMES OF THOSE MILES WHICH ARE FASTER THAN PREVIOUS AMERICAN PROFESSIONAL RECORDS.

Miles.	H. M. S.	Miles.	H. M. S.	Miles.	H. M. S.
W. C. Young...	118.... 9 08 57	188.... 15 35 15			
51.... 3 41 45	119.... 9 13 55	189.... 15 41 40			
52.... 3 46 15	120.... 9 18 34	190.... 15 46 03			
T. Harrison...	121.... 9 23 02	191.... 15 51 50			
53.... 3 51 10	122.... 9 27 40	192.... 15 56 00			
54.... 3 54 45	123.... 9 32 39	193.... 16 04 50			
55.... 4 01 10	124.... 9 44 40	194.... 16 09 40			
56.... 4 05 45	125.... 9 49 00	195.... 16 13 30			
57.... 4 10 50	126.... 9 53 30	196.... 16 21 25			
W. C. Young...	127.... 9 57 50	197.... 16 26 50			
58.... 4 16 43	128.... 10 02 30	198.... 16 30 50			
59.... 4 21 25	129.... 10 07 40	199.... 16 35 35			
60.... 4 25 30	130.... 10 12 35	200.... 16 47 00			
61.... 4 30 18	131.... 10 16 10	201.... 16 53 30			
62.... 4 34 45	132.... 10 21 55	202.... 16 57 30			
63.... 4 35 20	133.... 10 27 59	203.... 17 02 20			
64.... 4 44 27	134.... 10 32 45	204.... 17 07 50			
65.... 4 49 34	135.... 10 37 40	205.... 17 13 10			
66.... 4 54 17	136.... 10 42 35	206.... 17 18 30			
67.... 4 59 00	137.... 10 47 50	207.... 17 23 00			
68.... 5 03 12	138.... 10 53 15	208.... 17 27 50			
69.... 5 08 45	139.... 10 58 45	209.... 17 32 00			
70.... 5 13 20	140.... 11 04 11	210.... 17 36 00			
71.... 5 17 55	141.... 11 09 25	211.... 17 40 30			
72.... 5 22 59	142.... 11 14 25	212.... 17 45 00			
73.... 5 28 40	143.... 11 19 25	213.... 17 49 30			
74.... 5 34 40	144.... 11 24 30	214.... 17 54 00			
75.... 5 39 00	145.... 11 29 45	215.... 17 58 30			
76.... 5 43 00	146.... 11 34 50	216.... 18 03 00			
77.... 5 48 30	147.... 11 40 20	217.... 18 07 00			
78.... 5 52 35	148.... 11 45 40	218.... 18 11 00			
79.... 5 56 40	149.... 11 50 40	219.... 18 15 30			
80.... 6 00 50	150.... 11 55 40	220.... 18 20 00			
81.... 6 04 50	151.... 12 00 55	221.... 18 24 00			
82.... 6 09 00	152.... 12 06 10	222.... 18 28 00			
83.... 6 13 17	153.... 12 11 25	223.... 18 32 00			
84.... 6 17 35	154.... 12 16 45	224.... 18 36 00			
85.... 6 21 30	155.... 12 22 00	225.... 18 40 00			
86.... 6 25 50	156.... 12 27 15	226.... 18 44 00			
87.... 6 30 05	157.... 12 32 40	227.... 18 48 00			
88.... 6 34 50	158.... 12 38 00	228.... 18 52 00			
89.... 6 39 35	159.... 12 43 20	229.... 18 56 00			
90.... 6 43 45	160.... 12 48 40	230.... 19 00 00			
91.... 6 48 35	161.... 12 54 00	231.... 19 04 00			
92.... 6 53 12	162.... 13 00 00	232.... 19 08 00			
93.... 6 57 45	163.... 13 06 00	233.... 19 12 00			
94.... 7 02 25	164.... 13 12 00	234.... 19 16 00			
95.... 7 07 10	165.... 13 18 00	235.... 19 20 00			
96.... 7 11 10	166.... 13 24 00	236.... 19 24 00			
97.... 7 16 07	167.... 13 30 00	237.... 19 28 00			
98.... 7 20 30	168.... 13 36 00	238.... 19 32 00			
99.... 7 26 00	169.... 13 42 00	239.... 19 36 00			
100.... 7 31 14	170.... 13 48 00	240.... 19 40 00			
101.... 7 41 50	171.... 13 54 00	241.... 19 44 00			
102.... 7 47 00	172.... 14 00 00	242.... 19 48 00			
103.... 7 51 20	173.... 14 06 00	243.... 19 52 00			
104.... 7 55 45	174.... 14 12 00	244.... 19 56 00			
105.... 8 00 05	175.... 14 18 00	245.... 20 00 00			
106.... 8 04 10	176.... 14 24 00	246.... 20 04 00			
107.... 8 08 20	177.... 14 30 00	247.... 20 08 00			
108.... 8 12 40	178.... 14 36 00	248.... 20 12 00			
109.... 8 16 55	179.... 14 42 00	249.... 20 16 00			
110.... 8 21 50	180.... 14 48 00	250.... 20 20 00			
111.... 8 27 10	181.... 14 54 00	251.... 20 24 00			
112.... 8 42 50	182.... 15 00 00	252.... 20 28 00			
113.... 8 49 57	183.... 15 06 00	253.... 20 32 00			
114.... 8 51 05	184.... 15 08 20	254.... 20 36 00			
115.... 8 55 25	185.... 15 13 50	255.... 20 40 00			
116.... 8 59 59	186.... 15 19 25	256.... 20 44 00			
117.... 9 04 27	187.... 15 25 00	257.... 20 48 00			

26 January, professional match, 25 miles — J. S. Prince, Boston, 1h. 32m. 45s.; W. Woodside, Ireland, 1h. 34m. 42s. This was no race at all, but a most stupid lumbag. The affair was for an advertised stake of \$400, but this money was all imaginary, and the men received a stipulated sum for their services. They had agreed to appear and compete, and were forced to do so or forfeit their salary, but each was willing to make the job as easy as possible. Woodside was entered in the 26-hour race, starting a few minutes after the end of the 25-mile race, and, of course, would not tire himself more than was unavoidable. So both strolled around at their leisure, passing and repassing each other occasionally to amuse the fools, until the last mile, when Prince went on and won by 100 yards. A gang of half-witted striplings, who had known Woodside last year, when he was an amateur, amused themselves and annoyed every one else by perpetually cheering and howling at this Irish-American, just as if it had been a real race; and seven reporters of seven daily newspapers, each of whom knew the facts, went home and deliberately reported the procession as a genuine contest.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The constitution, rules and officers of the League are published in full in the special number of the *BICYCLING WORLD*, which may be obtained, post free, by sending 25 cents to the office of the *WORLD*.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Burley E. Ayers, 183 Michigan avenue, Chicago, Ill.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

SCRANTON BL. CLUB:	<i>Add.</i>
3330 Harry Filmore,	Scranton, Pa.
3331 Chas. S. Weston,	" "
SPRINGFIELD BL. CLUB:	<i>Add.</i>
3333 W. J. Landen, Jr.,	Springfield, Mass.
3334 Frank M. Miller,	" "
3335 Frederick E. Ruggles,	" "
3336 J. H. Foulds, Jr.,	" "
3337 Edwin A. Elwell,	" "
3338 Chas. S. Fisk,	" "
3339 E. B. Barney,	" "
3340 Geo. S. Miller,	" "
BOSTON RAMBLERS:	<i>Add.</i>
3342 W. I. Harris,	31 Federal street, Boston, Mass.

UNATTACHED:

3327 Ed. F. Burns, Smithville, N. J.

3328 A. M. Wellman, 61 Grove street, New Haven, Conn.

3329 N. G. Allen, Athens N. Y.

3332 A. P. Purinton, 88 W. Newton street, Boston, Mass.

3341 Lewis J. Timpson, 1 W. 38th street, New York.

3343 Wm. S. Darlington, Concordville, Delaware County, Pa.

CORRECTION:

3321 Burt. Hasbrouck, Middletown, N. Y.

Resignation.

W. H. MILLER, ESQ., *President L. A. W., Columbus, Ohio.*

Dear Sir: — My continued inability, through pressure of business, to afford time for arranging a meeting and properly attending to the organization of a New York State Division of the League, is of serious moment to the representatives and State members. I have thought it well, therefore, in their interests, that I relinquish the office of chief consul, and beg to formally tender you my resignation, to take effect at once. With every wish for the success of the League, I remain dear sir, yours very cordially,

W. F. GUILLEN.

BROOKLYN, N. Y., 163 Joralemon street, 5 February, 1883.

To Chief Consuls, L. A. W.

OFFICE OF THE CORRESPONDING SECRETARY,
CLEVELAND, OHIO.

By this mail I have sent you some of the new circulars of the League, trusting they may be instrumental to effective work in your vicinity. I would suggest that with the help of the representatives and consuls of your

State, you secure a list of all bicyclers in it, and mail copies of this circular to them. Secure replies if practicable, and prompt as many applications for membership as possible among those not already on the roll.

The L. A. W. is waiting for just such work by its board of officers *now*, and I trust to hear frequently from your district.

Consular certificates are now ready, and when you are in want of these or more circulars, shall be glad to send them.

As fast as you make appointments of consuls, send certificates to me for registration, and they will be promptly returned, properly countersigned.

As stated, the League looks to its board for efficient work this spring, and a most important faction is composed of the State officers, so that upon *each one of you* rests the responsibility of our success in your vicinity, this season.

Much good work has been done, but there is more waiting, and we are looking to each one of you for it. Let us have a strong pull *together*. Fraternally,

FRED. T. SHOLES,

Cor. Sec. pro tem.

JANUARY, 1883.

Massachusetts Division L. A. W.

A LETTER ADDRESSED TO MEMBERS.

Gentlemen: — The officers of the Massachusetts Division call upon you to join with them in making this enterprise the success its praiseworthy ends deserve. It starts on its career with everything in its favor. No State in the Union could present equal advantages in point of numbers, and in all the elements needed to found a strong and permanent organization. Massachusetts takes pride in the historical distinction of antedating the rest of the country in her established bicycling interests, and her record of pioneer wheelmen. Let the same enterprising spirit animate this her first State association of wheelmen to plant itself early upon a solid working basis. Let the men who compose the original membership of our Massachusetts Division signalize its opening year by raising it to the highest possible level of usefulness in the League. If every L. A. W. member in the fourteen counties of the Commonwealth realizes that an obligation is laid upon him to maintain the credit so long enjoyed by his State of ranking foremost in all that relates to the cause of bicycling, a prosperous future is assured to us.

Whether club members, or individual Leaguers, you have ample opportunities for helping along the cause. Your local consul needs an encouraging token now and then, in recognition of his official character. By directing touring members to his residence or place of business you will aid him in tendering the courtesies of your League district. A consul expects to receive occasional visits from wheelmen who are able to pay him the civility when riding through his town. Too little regard is paid to this duty, and thereby many an opportunity is lost for promoting the worthiest designs of our fraternity. You can also be of service to him in his work of preparing road maps and locating guide-boards. The signs themselves will be supplied by the chief consul upon the demand of local officers of the League, but in some cases the wheelmen of a place will be afforded the privilege of erecting suitable posts to mount them. The stencil figures, shown previously, are intended to be used upon public guide-boards where they are found to be well adapted for League purposes. Conveniently located buildings, posts or fences may be utilized in the same way. Consuls will be instructed to act under sanction of the proper authorities in all cases.

At the present time an efficient service can be rendered by well-directed efforts to recruit the membership of the League. The Massachusetts Division cannot yet claim even one-half the entire wheelmen in the State, and since votaries of the wheel are steadily multiplying, it will be a long time before your field of labor will become sensibly narrow. A good word for the League never requires an apology, and a single favorable remark upon occasion is sometimes turned to excellent account. Neither is it wise to ignore any faults of management when they are seen to stand in the way of League advantage. Do not be backward in gaining the public ear by candid expressions of opinion in the various, cycling journals, whose columns are always open to such correspondence. Personal letters to League officers upon this subject are invariably welcomed, and cannot fail to be a valuable aid in the performance of their duties.

The League of American Wheelmen is now in a position to command your esteem as the representative cycling institution of this nation. It will soon enter upon the fourth year of its history with a *bona fide* membership of two thousand. It is believed that the present L. A. W. roll contains very few but *staying* members, and it is reasonable to expect that future accessions will prove equally reliable.

The Massachusetts Division was organized 21 October, 1882, and can safely announce itself as fully equipped and ready for action. Fifty consuls, of known ability and enthusiasm, are at their posts in the various towns over the State, and nearly as many desirable hotels have been officially designated as headquarters for the entertainment of touring Leaguers. For a complete list of

Massachusetts consuls and League hotels, see special number of *BICYCLING WORLD* for January, 1883.

At a meeting of the officers of the Division, recently held in Boston, (the January number of the *Wheelman* contains a full account of this meeting,) a committee was chosen to prepare by-laws for the government of the State organization. They will submit their report at the next general meeting of the Division.

Every League member in the State is likewise a member of the Massachusetts Division, and entitled to all its privileges. The same entrance fee covers membership in both National and State bodies. Correspondence in relation to the business of the L. A. W. or Massachusetts Division, may be addressed to the division secretary, who will be happy to supply you with circulars and blanks for membership applications or renewals. Nominations for consuls, or other special correspondence, will receive attention from any member of the Executive Board.

Fraternally,

FRED. S. PRATT, Worcester, *Chief Consul.*

CHAS. P. SHILLABER, Boston, *Treasurer.*

FRED. B. CARPENTER, Boston.

HENRY W. WILLIAMS, Boston.

CHARLES L. CLARK, Newton.

F. HAYWARD JOHNSON, Brockton.

FRANK S. WINSHIP, Lynn.

MAHLON D. CURRIER, Lawrence.

A. J. PHILBRICK, Salem.

EDWARD K. HILL, Worcester.

C. K. FERRY, Springfield.

L. A. W. Representatives, and
Massachusetts Executive Board.

F. P. KENDALL,

Secretary Massachusetts Division,
Box 889, Worcester, Mass.

1 FEBRUARY, 1883.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

RENEWALS FOR 1883. — J. S. Dean, 28 State street, Boston, Mass. Willis Farrington, Lowell, Mass. J. C. Garrod, 2 Warren avenue, Boston, Mass. W. Y. Gilman, Nashua, N. H. E. M. Gilman, Nashua, N. H. Geo. D. Gideon, 17 North 7th street, Philadelphia, Pa. Louis R. Harrison, 26 Boylston street, Boston, Mass. Ed. F. Hill, Peekskill, N. Y. T. A. Hayward, Susquehanna, Pa. Fred. Jenkins, 22 New Church street, New York City. C. R. Percival, 1323 Washington street, Boston, Mass. George H. Waters, 176 Charles street, Boston, Mass.

MR. FRANK W. WESTON. — *Dear Sir:* Chas. A. Gaie has died since his application for admission to the B. T. C. Therefore all further proceedings will be unnecessary. W. E. GALE.

MILGROVE, MASS. 30 January, 1883.

APPOINTMENTS. — Consul for Boston, Mass., Louis R. Harrison, 25 Boylston street, Boston.

Consul for Lowell, Mass., Willis Farrington, Lowell, Mass.

Appointment of B. T. C. hotel at Club Tariff: The Weddell House, cor. Bank and Superior streets, Cleveland, Ohio. Date of certificate, 1 February, 1883.

NOTICE. — Consuls are requested to report the club hotels in their districts, either headquarters or recommended, with as little delay as possible, in order to insure insertion in the next Handbook.

MEMBERS wishing to participate in the B. T. C. excursion to England, sailing 21 July, 1883, should communicate with the chief consul at as early a date as convenient.

CURRENTE CALAMO.

THE Massachusetts Bicycle Club will dine Tuesday evening next, at 6 o'clock, at the Hotel Vendôme.

THE Marblehead wheelmen are not entirely frozen in yet, as a good delegation attended the ball of the Thorndikes in Beverly last evening. They did not make the journey on bicycles, however.

OUR Scranton correspondent postals us to the effect that the club dinner to President Sturgis last week was a grand affair, surpassing anything of the sort yet given in that city.

THE Crescent Bicycle Club gave a ball last Monday evening in Berkeley

Hall, which was a very enjoyable affair, about seventy-five couples being present, and the Germania orchestra furnishing the "light fantastic" inspiration.

WASHINGTON'S Birthday bicyclers in Boston and vicinity are provided for. See announcement of interesting events to take place at the Institute Fair Building.

JOHN S. PRINCE is soon to make a Western tour to do some racing in Louisville and Cincinnati and, possibly, in Chicago. Among other events projected is a series of races with Charles H. Jenkins, of Louisville, for ten, twenty, and twenty-five miles, to be run on three successive nights, best two in three, for \$500. Amateur races at various distances will be held in connection with these main events. Mr. Prince will leave for Louisville as soon as satisfactory arrangements can be perfected.

ENGLISH 'cycling papers are noticing and commenting favorably on the excellent and convenient Perfection Bicycle Lock, as advertised in the BICYCLING WORLD, and suggest that something similar be devised for tricycles.

MR W. W. STALL has taken violently to tricycling this winter, and pedals about the environs of the South End on an Excelsior.

C. J. YOUNG, who has just recorded himself as the twenty-six hours champion, has challenged any bicyclist in New England to a race of from ten to fifty miles, at \$100 a side. He prefers to race with Prince, provided the latter will allow him thirty seconds in ten miles, or one minute in twenty miles.

PRINCE has issued a challenge to any jockey in America (Charles LeRoy preferred), to a six days' race, ten hours each day, he and another bicyclist to alternate each other every hour, and the horseman to change horses as often as he pleases, and run, trot, canter or pace them as he chooses.

JOHN WILSON, of Boston, has accepted C. J. Young's challenge, and met him at the *Globe* office this week to arrange preliminaries.

OUR New York correspondent gives such a glowing account of the Citizens' Saturday night "social" that we wish we could have been there, too.

LOUISVILLE and Cincinnati wheelmen are throwing things at each other, and occasionally one of the missiles flies wide and hits Chicago, and then the latter kicks back.

DR. A. G. COLEMAN of Canandaigua, N. Y., has sent us a fine photograph of

himself, arrayed in bicycling uniform, and in the note accompanying it he says he expects to make one of a party of five for an excursion to California, starting the 13th inst. His nephew, C. C. Hayes of the C. Bi. C., and himself will take their bicycles along for side excursions.

MR. H. D. COREY has entered the well-known importing house of Stoddard, Lovering & Co., 10 Milk street, Boston, in connection with the bicycling department, and will be pleased to see any of his wheel friends who may wish to import any English bicycle or tricycle. Mr. Corey's practical experience on the road and the race path warrants him in the belief that he can guarantee satisfaction to patrons as to goods or advice respecting machines.

THE Lowell Bicycle Club, recognizing the value of the BICYCLING WORLD as a medium for keeping members informed and interested in current wheel affairs, and appreciating the advantages of such continuous intelligence, subscribed by vote for a copy of the paper for each member for six months.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

S. C. F., New York.—Received. Thank you. All right. Will appear next week.

F. B. M., Washington.—The papers were received, and we intended to make a condensation therefrom, but they were unfortunately mislaid and did not turn up until too late to make it worth while to use them, as our New York correspondent had already noticed it. Clippings on the Capital anniversary are in hand, for which thanks. Shall avail myself of them.

"The Kid," Louisville.—The communications are in this issue, as you see. Others will be acceptable.

H. N. K., Cincinnati; H. S., Washington; M. L. B., Chicago; R. W. R., Buffalo.—Mr. Dean begs to acknowledge receipt of letters.

P. B. R., Ithaca.—We can supply cabinet photos of John S. Prince or Lewis T. Frye for fifty cents each. Write to your chief consul regarding map. Find address in special number.

H. H. B., Poughkeepsie.—Receipt was sent in paper following reception money. Duplicate forwarded in this.

J. V. D., Saco.—Write to F. T. Sholes, Secretary of L. A. W. and have address changed. Find address elsewhere.

A Challenge.

Editor Bicycling World:—Reading of Mr. C. J. Young's ability as a pedestrian, and his great record of 7m. 45s. for one mile, and as he has just claimed to be a bicycle rider, I propose to him a series of three races, viz.: ten-mile bicycle race; three-mile walk, square heel and toe, and a five-mile bicycle race—all to be contested on same day and track for one hundred dollars (\$100) a side, the winner of two of the above races to be declared the winner. I have deposited ten dollars (\$10) with the Boston *Globe* as forfeit. An early reply through the daily papers will receive my attention. Challenge to remain open one week from date.

JOHN W. WILSON.

BOSTON, 5 February, 1883.

Dedicated to the Members of the Ixion Bicycle Club.

SPEED ON, with peerless, swift-paced steed,
Show forth your utmost powers of speed,
(Why will you wobble?)

Fair dandies note your bird-like flight,
And praise your forms compact and light
(Jerked o'er the cobble).

E'en fools who scoff the iron horse,
Admire your arrow-darting course
(f fear you 'll spill);

Your wheels, like chariot of the sun,
Revolve as driven by Phæton,
(I'm sure you will).

No eye can trace the speeding spokes,
Responsive to your trained feet's strokes,
("Sprained" they should be).

Like bloodhounds bounding to the fray,
Swift as the eagles for their prey—
(The boys pass ye).

You skim along the wondering earth,
And distance steeds of vulgar birth,
(When they stand still);

You rush through plodding, dusty streets,
The swarming, choking town retreats,
You 've had your fill);

You gain the open, well kept road,
Dirt rims your wheels, with rubber shod,
(You're soaked in sweat);

You rush the hill and win the crown,
Then dash like meteors adown,
(Some headers get);

Firm poised; you feel of fear no trace;
The fresh'ning breezes flush your face,
(Your shoes are worn);

Your sinkest nerves the motion thrills,
And happiness your bosom fills—
(Your breeches torn).

Past lake, o'er hill, through wood, down vale,
You skim like harks before the gale,
(You're saddle-sore);

Your blood within your veins flows free,
You feel of spirit birth with thee;
(You 'll ride no more).

T. W.

A Coming Gearing.

By the courtesy of the inventor of the crypto-dynamic gearing, we have had an opportunity of examining and testing it in action, and as far as we could estimate its value from an examination, we are convinced of its success. The effect of the change of gearing on a front steering double driver was very marked. With the low power, twenty-three inches on the pedalling seemed to require no power at all, and we longed for something like a hill to try it at. A slope of one in nine was disappointing, because it seemed to affect the matter but little. Although there was no "run" obtainable, on the other hand, with the higher gearing, fifty-six inches, the "swing" of the machine seemed tremendous. We felt as if we were pedalling slowly and then found that the pace was considerably underestimated. There is no cessation of action in the change, one touch changing the gearing from high to low, and *vice versa*, whilst the whole "box o' tricks" does not occupy a larger space than the drum of a "Salvo," this at the same time permitting the working parts to be of stout and solid construction, a material point in a gearing which will have to stand the wear and tear of a double tri-

To Manufacturers and Importers!

FOR SALE. A complete copy of the testimony used by McKee & Harrington in their suit with the Pope Mfg. Co., showing the so-called Crank Patent to be public property, and in use on the stage and streets of New York and Philadelphia in 1863, with names and present addresses of impeached witnesses. Also, information obtained in Paris concerning the actual inventor of the Crank Velocipede, by whom Lallement was employed in 1865. Together with the result of expert examinations of the minor patents, showing by the records full anticipation or means to avoid infringing them in the manufacture of first-class bicycles. For particulars address

THOS. B. JEFFERY & CO., 40 S. Canal St., CHICAGO.

cycle. To our cyclist's eye the bicycle fitting was even more ingenious in the case of the two wheeler. Gearing down only was desired for hill work, and the machinery is all contained in a box inside the hub, which is fitted around the centre of the axle, all being within the "tread"

Washington's Birthday BICYCLE RACES.

Two-mile straightaway race, best two in three, open to all amateurs. First prize, Gold medal; second prize, Silver medal. Entries close Thursday, 19 February, to the Editor of the BICYCLING WORLD, or J. S. Prince, Station A.

Two-mile amateur straightaway race for those who never won a prize. Prize, Silver medal.

Race for the championship of the Bay State Wheel Club of South Boston, and other events to be announced.

AT THE INSTITUTE FAIR BUILDING,

At End of Huntington Avenue,

Under the auspices of John S. Prince.

Thursday Afternoon, Feb 22.

Doors open at 2.30 P. M. First race at 3 P. M. Horse-cars will run from Scollay's Square. Reserved seats for ladies. Admission, 50 cents. The building will be heated by new apparatus and hot-air blowers that will insure a good distribution of heat.

JOHN S. PRINCE is in daily attendance at the Institute, and will train those who wish his services. Admittance for riding, 25 cents. Storage for machines. Clubs who wish to hold races can make very favorable terms with Mr. Prince.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

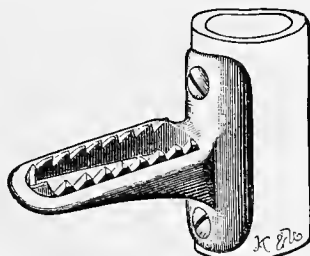
FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

52 INCH LIGHT ENGLISH ROADSTER, hollow forks, Aëolus ball-bearings to both wheels. Painted in black and red. I will sell for \$97.50. Is in excellent condition. T. J. BALDWIN, 110 York st., Norfolk, Va.

FOR SALE.—58-inch Sanspareil, nearly new, full nickel tip-top order, balls to both wheels, parallel pedals. Cost \$147.50; will take 15 per cent off. A change of business will not allow use of wheel. E. G. H., P. O. Box 12, Sal m, Ind.

of an ordinary bicycle. At the forthcoming Stanley Show our readers will have a chance of inspecting and practically trying this very ingenious invention, which will mark a new departure, in our opinion, in the history of the tricycle. — *Tricyclist.*

HARWOOD'S SAFETY BICYCLE STEP.



(Patented June 13, 1882.)

This improved Step secures a firm and positive foot-hold while mounting, all danger of cutting the leg or clothing being obviated by the **Safety Flange** and inwardly projecting teeth, the outer edges of which are bevelled, as an additional safeguard.

Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of

**THE CUNNINGHAM COMPANY,
BOSTON,
HILL & TOLMAN,
WORCESTER, MASS.**

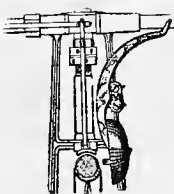
Or of the Inventor and Patentee,

**G. F. HARWOOD,
WORCESTER, MASS.**

For terms to agents, address as above.

Price, Plain, 50c.; Crocus Polished, or Nickered, 75c.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

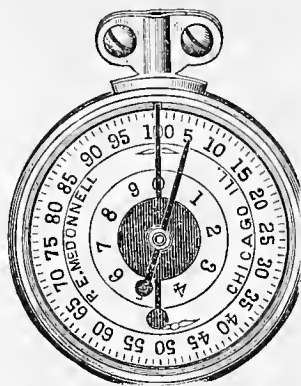
EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

A CYCLOMETER



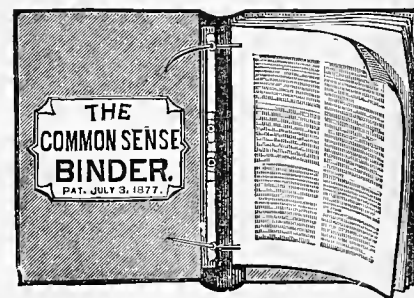
For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolute-

ly water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.

108 Madison St. . . . CHICAGO.

For Sale by Dealers Generally.



Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Sq., Boston.

Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

REPAIRS A SPECIALTY.

NEW AXLES.

NEW HUBS.

CRESCENT RIMS.

BALL BEARINGS.

NEW TIRES,

Etc., Etc., Etc.

R. P. GORMULLY,

40 SO. CANAL STREET,

CHICAGO.

Send for estimates. My shops are the most complete in the United States.

We have unequalled facilities for brazing.

Racing wheels made to replace roading ones, for hall use.

Nickel Plating, Painting & Overhauling generally.

WORLD JOB PRINT,
A. BASSETT, MANAGER.
ORDERS FOR
MERCANTILE, CLUB AND BALL PRINTING
Received and executed with neatness and despatch.
8 PEMBERTON SQUARE, Room 12.

THE BROOKLYN BICYCLE CO. (Limited)
161 & 163 Clymer St., BROOKLYN, N. Y.
W. L. SANSON, Sec. G. R. BOWELL, Gen. Mang'r.
General Wheel Agency.
Bicycles Stored, Repaired and Rented for road use
Instruction given in our large hall on the premises.

THE AMERICAN STAR BICYCLE. A SAFETY MACHINE.

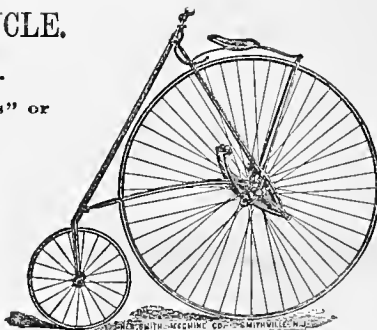
**A Practical Roadster, Safe from "Headers" or
Other Dangerous Falls.**

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

**H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.**



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above. **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers, Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

CHARLES R. PERCIVAL,

Manufacturers' Importer of Bicycles and Tricycles, Sundries,

PART, STAMPINGS, FORGINGS, ETC., ETC.

1291 Washington Street - - - BOSTON, U. S. A.

NEW BICYCLES IN STOCK.

"D. H. F. P."—48s, 50s, 52s, with balls to both wheels and full nickelled, from \$150 to \$157.50. "D. H. F. P."—50s, 52s, parallel bearings, all bright, from \$122.50 to \$125.00. "Royals."—48s, 50s, 52s, 54s, full nickelled and balls to both wheels, from \$140 to \$147.50. "Royals."—48s, 50s, 52s, 54s, all bright, and balls to both wheels, from \$120 to \$127.50. "S. H. F. P."—48s, 54s, all bright, balls to both wheels, from \$120 to \$127.50. "Clubs."—52s, 54s, 56s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$110 to \$112.50. "Gentleman's Club."—52s, 54s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$110 to \$112.50. "Cover try Perfection."—48s, 50s, 52s, all bright, ball to front wheel only, from \$75 to \$90. "Advance."—48s, 50s, 52s, all bright and nickelled, balls to front wheel only, from \$85 to \$120. For list of new machines enclose stamp.

New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

No letters answered unless stamp enclosed.

SECOND-HAND BICYCLES AND TRICYCLES.

Bicycles.

* 1 48 in. "Duplex Excelsior," full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. * 1 50 in. "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and burnished, rubber handles, \$70. * 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1/2 nickelled and 1/2 bright, cone bearings, bell, etc., \$65. * 1 54 in. "Old Style Premier," 1/2 painted and 1/2 bright cone bearings, \$45.

Tricycles.

† 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. † 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

‖ In first-class order; shows only wear on tyre.

☞ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William E. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
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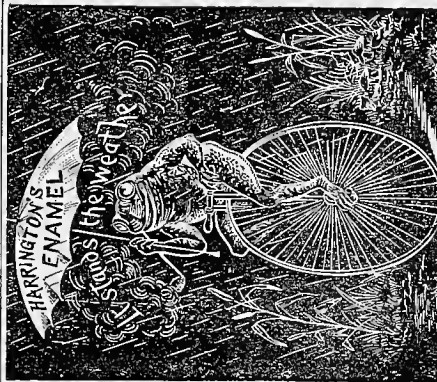
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BOSTON, 16 FEBRUARY, 1883

SOME SUGGESTIONS.

THE League is always a fruitful theme for discussion and criticism, and, naturally, as the time for the general meeting approaches, the discontented and would-be reformers begin to publicly utter their complaints or suggestions. We reckon ourselves in the category of would-be reformers, and therefore, in anticipation of the March meeting of the board of officers, shall venture to suggest some changes in the rules which we think would be real amendments. Our readers will remember that last year we referred to the rules of membership as permitting an element of weakness by its method of simply and quietly dropping from the roll the names of those who fail to renew the annual subscription. To quote from that editorial: "While pos-

sibly some of these fail to renew purposely, because of dissatisfaction or on the ground of needless expense, it is very probable that many are delinquent from indolent indifference, and the distance, geographical and social, between themselves and the League secretary." What we then suggested as a partial remedy for this was the admission of clubs whose rules required all their members to be members of the League, as League clubs having superior privileges, and the committee on revision of rules reported at the general meeting a clause embodying this idea, and it was adopted. How it has worked our corresponding secretary and our treasurer can best explain. Judging from a recent communication from the latter we opine that it has not worked to his entire satisfaction, chiefly through the delinquencies of clubs themselves, which have failed to enforce their own rules by retaining non-League men in their memberships, as well as failing to collect and remit League assessments. Of course he is in a position to better understand than we what his department needs, to make it more efficient, and in the communication referred to he has recommended changes which would doubtless be beneficial. But we think the League can afford to go further than this, in justice to itself as a whole, and as a protection to its members as individuals. We object to this *quiet* dropping of delinquents. We have always maintained that League membership should be permanent, and that, instead of last year's members being permitted to "renew" subscriptions, they should be required to remit assessments due, and only be allowed to honorably withdraw by formal resignation, and showing a clean record on the treasurer's books. The man who will allow his assessment to lapse beyond the date of grace, or the club which will, as the treasurer says some do, claim the club reduction illegally, should not merely be dropped, but the fact should be announced either through the official organ or by circular to each *bona fide* member of the League; and subsequent applications for membership by such persons should not be considered until all arrearages are paid.

Another matter to which we have before referred is the power vested in the board of officers by which a majority of a quorum of eight may change or add to the rules of the League. Rule 36 reads:

"Additions or amendments to the

rules may be made, after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in Rule 14."

The constitution and rules of the League are its life, and should not be lightly tampered with; and only the whole membership should have a voice in determining their character. While we would not doubt the good intentions of even the five majority members of the quorum of eight who might comprise the entire attendance at a called meeting of the board of officers, we may reasonably question their ability to represent the opinions and desires of two or three thousand wheelmen in all parts of the country. At no meeting of any board yet held has there been an attendance of more than seventeen (in Boston, last fall), although the full board would number about seventy; but these are scattered over our vast area of country, many of them necessarily thousands of miles distant from the place of meeting, so that it would be almost impossible to spare the time or expense to attend, and the majority of officers present would more than likely be residents of the city or vicinity where the meeting may be held. To a large extent, although not so greatly in comparison, the same feature must generally obtain at the annual May meeting, so that, if local wheelmen desired any special measure passed which might benefit their section, even at the expense of the general interests, it would not be difficult. Now, what we would suggest in place of Rule 36, is one to read something like this: —

Any amendment or addition to the constitution or rules, adopted by the general convention, or at a meeting of the board of officers, shall not take effect until ratified by a mail vote of a majority of the members of the League.

This would obtain full and fair expression of the wishes of all members interested in the organization, and would bring their thoughts together and concentrated on it as often as any question should be submitted to them; which would not, however, be oftener than three times in the year. It would tend to increase or awaken interest, and make them realize that they were not merely 'cyclers, but that they could actually participate in the business of the League; and consequently the national body would be strengthened by a more loyal union through a greater individual satisfaction.

THE 1883 MEET AGAIN.

IN advocating that the Annual Meet of the L. A. W. for 1883 be held in a New England city, our sole object is to secure a numerically imposing display. The mere enjoyment of those participating should not be even so much as a secondary consideration in the objects for which the Meet is held. How will it do the most good to bicycling generally? not locally. We do not especially nominate New Haven for its local advantages for a parade, as, probably, it is no better, if as good, as other New England cities in that respect, but because, while it would be equally convenient to all New England riders, it is also the nearest to those of New York and beyond, and because it is a city of about the proper size and importance to make the demonstration both popular and effective. If it is not to be held in New England, we think Washington should be selected, as, except for the minor drawback of excessive heat at that season of the year, and the serious one of distance from the great bulk of wheelmen, it possesses superior facilities for immediate and general imposing effect, and, without question, a grand procession of wheels there would do much for the cause throughout the country. Whether we go to Washington or to New York, the local wheelmen would welcome us with unstinted hospitality, we know, and visitors would obtain sure and equal enjoyment in either city, but, as we said before, the question of numbers is of the first importance.

In New England, of club wheelmen alone, according to the figures given in our special number, and which are authentic and recently obtained, there are over 1,300 riders; of these about 1,000 are in Massachusetts, and 900 are within fifty miles of Boston. Add to these figures the immense number of unattached riders, who in this section are vastly more numerous than the clubmen, and we can readily estimate the splendid possibilities a League Meet in New England would afford. In New York State the entire clubmen number a little over 500, not half of whom are as convenient to New York City as the Massachusetts wheelmen are, and, taking Central Park as a central point, we doubt that there are 200 club riders within a radius of fifty miles of it, and as little more than half the club members, on an average, turn out in a general parade anywhere, they

would have to rely on a liberal influx of visitors to make a procession of 500 riders,—and these would amount to just nothing in New York's immensity. Washington would undoubtedly muster nearly as many, and the display would be greater than 2,000 in the former city.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World:—A chance which was eagerly seized on, for good riding all during the past week, has ended up now at the end of the week in a perfect avalanche of snow, slush, and mud; the snow last night fell to a depth of about six inches on the level, the rain followed, and now the streets and the roads are a sight to behold. The lively Ixions, as the *Wheelman* terms them, have been more lively than ever, having expended themselves on various schemes. Their first was to make up a theatre party, for which they turned out every man, besides two or three outsiders, and took in a performance of the Black Flag at Niblo's, being induced thereto by a desire to give a little generous applause to Mr. Will Goodwin, who in the first act rides in on a bicycle. They wound up with a little tea party, and went home thoroughly content with the experiment, and determined to repeat it at the earliest opportunity when time afforded. They at their last regular meeting voted to join the League in a body, and will, doubtless, with the energy which has made them a by-word, be a strong help in matters of the L. A. W.; and in the State Division, if one should be formed, which seems very likely, now that the Kings County Wheelmen are also awakening and setting their shoulders to the wheel. The arrangements for the Ixion sociable grow more and more tangible every day, and from the lists of applicants for tickets it would seem that the affair would be a success. They have rather astonished every one by the method they have pursued in sending out invitations to all the leading clubs of the country, while not forgetting any of their city riders. Well, I wish them success, and trust that all this work beforehand will result in a good crowd in attendance, and certainly, if pushing will effect it, there will be. They are all, to a man, enthusiastic to an extreme, and are very sanguine as to the result, and so far I must say events have partially justified their expectations. State Consul B. T. C. Bourne will, I am sorry to hear, not be here at the time, as business calls him away to Chicago to be gone the entire week. He has, however, done his best to advance matters in other ways, and, although that will scarcely compensate for his not being present,

they appreciate it to the full, and only regret that they are compelled to accept same with regrets. The Citizens, I suppose, will of course turn out in force, and the Kings County Wheelmen are also making preparations to come over, and I really think that there will be a full delegation from every club in the neighborhood.

I am somewhat astonished at the city which you have denoted as a good one at which to have the League meet. My reminiscences of New Haven (where I went to college), although very pleasant and instinct with some very lively recollections, would hardly bias me in its favor as suitable for the occasion. To be sure, the co-operation of the resident club would be all that could be desired in the way of hearty good-will and effort, but the adaptabilities in the way of roads, etc., as I remember them, are not nearly so good as New York. At that season of the year our roads are always good, and, even if we did *not* get the Park, we have a straight course with a wide road, by 5th, 6th, and 7th avenues, for five miles out, and there is not a place on it where four to six men could not ride abreast, and coming back there is the 5th avenue boulevard, which is good for its whole distance, and there ten men can easily ride abreast. As to hotel accommodations you of course will yield us the palm without any discussion, and rates can easily be made, and as for the ways and means for getting here, and getting a place for the machines, there is the American Institute, which we could get without trouble, and there is surely enough influence existing in our present resident clubs to enable us to fix transportation matters, especially if we had a good respectable time to do it in; there is surely (and this I can safely answer for) no lack of good-will on the part of the New York City riders to extend a hearty welcome to the League and its members, and I cannot, without a protest at any rate, accept your statement that, in the minds of the riders of the League, New Haven would be preferred to New York, to visit at. [If our correspondent will re-read our editorial he will find we made no such statement as this. Our principal objection to New York is its size, and the small show we should consequently make there. Our principal argument for New Haven, Newport, Worcester, or other New England city is its availability to the greatest number of riders, which would insure an imposing display.—ED. WORLD.] Place it before them and see. I will stake almost anything on the result. There is no argument to be advanced against the choice of New York which we cannot break down, except, perhaps, the doubtful question of the Park, and I think that there is a good chance of getting that under the new order of things. And, to conclude with, I repeat that we will yield to *no* city in the hearty welcome that the League would receive at our hands. [This no one doubts; and it would go far to compen-

sate for New York's natural disadvantages. — *Ed.*] I know what men we have here now. I am afraid the rest of the country don't realize it yet. CHIC.

New York, 11 February, 1883.

A Sure Preventative against Headers and Falls.

Editor Bicycling World: — I noticed in a recent communication a statement that the writer had not had a fall from his bicycle in two years. He argued therefrom that no rider need fall, if he would ride with proper care. Now I know a dodge worth two of that. I know a plan whereby riders can continue to ride as recklessly as ever, and yet never catch any falls. I invented the thing myself; though I confess that I did not foresee its grand value in insuring reckless and careless riders against falls. One of its great merits is its cheapness; at least it has not cost the members of my club anything yet. My invention is simply an agreement by any club to impose a fine of ten cents upon each member every time he gets a fall. We have tried it one entire season; and the treasurer reports that he has received only ten cents from that source, which was paid in by himself through inadvertence; and not taken out again because any proposition to pay back any money once received is always obstinately opposed by every member of the club, and it would be fatal to the popularity of any officer to propose any such thing.

This great safety invention was suggested to my mind by observing that our rule which fines a member ten cents for being absent at roll-call without a valid excuse, never brought any money into the treasury. To be sure, this rule did not appear to the casual observer, to make any member any more punctual in attendance; but a careful study of the treasurer's reports always shows a full attendance, even when there isn't a quorum, by the fact that nobody ever pays the fine for absenteeism. I have found this to be the case with other clubs all over the country. Once, when we were talking of falls, and their effect upon public prejudice against the bicycle, I bethought me of the remarkable effect of a ten-cent fine upon absenteeism; therefore, I suggested a fine of ten cents for each fall.

The proposition was adopted. Since then there have been no falls in our club — not a solitary one. The secretary and treasurer will file affidavits to this effect, if required. The riding records of our various members will show that we have ridden, during the year 1882, a grand total of nearly 34,000 miles, without one single header, or any other genuine fall, by any member of the club! If any other club can exhibit any such record, please mention its name. Of course you have observed that, wherever there is a prohibitory law, there liquor is never sold nor drunk. This ten-cent fine operates as beautifully as a prohibitory law. Just as a tariff tax promotes native industry, so this fine promotes native presence of mind in the bicyclist.

It is true that we have had various narrow escapes; but no fall sufficiently real to put ten cents into the treasury. I remember that the president himself, during a club ride, last September, suddenly dismounted over the handle-bar, and stood on his bald head, while he felt around in the dust with both hands. But he rose in a dignified manner, and exhibited to the club a half dollar with great presence of mind, he produced from the dust of the road, and explained that he had dismounted to pick it up; and, as there was a restaurant just ahead, it would be expended in refreshments for the club. The unanimous vote of the club decided that this was no fall — in fact, several members expressed a strong conviction that their beloved president couldn't possibly fall under any circumstances.

On another occasion, when several of us were passing a procession of young ladies who were pupils at a fashionable seminary, brother High, paying too much attention to the procession, and too little to his wheel, ran against a gutter crossing and immediately dismounted over the handle-bar, and lay down with striking agility. But he immediately arose and gravely remarked that he had long suspected that tallest girl of wearing pink hose; and now he knew it; hence he proposed to purchase lemonade for the club. The proposal was accepted; and it was voted that this sort of dismount was very natural under the circumstances, and didn't resemble a real fall in the slightest degree.

When Brother Lowe, while we were exercising in one of the city parks, and when he was riding side-saddle fashion, dismounted backward, and went full length into the fountain basin, while his machine bent one handle by striking the curb of the basin, several of us really thought he had fallen, till he arose, blew the water out of his nose and throat, and explained that he dismounted thus hastily, for fear the idea of asking us all to eat ice-cream in a neighboring restaurant (while he went home and changed his clothes) would strike some other generous soul first. While eating the cream, it was voted by all but two (those two don't like ice-cream) that this was not at all like a fall — it was much more like a baptism.

I might multiply instances; but these are enough to show that the ten-cent fine plan is a sure preventive against falls, besides possessing the great merit of encouraging presence of mind, and quickness of invention — two most important qualities for bicyclers to possess. Hence I suggest its universal adoption.

PRESIDENT BATES.

From "The Few."

Editor Bicycling World: — Wheelmen in all parts of the State will, surely, never cease to be thankful to all those who had anything to do with the summary strangulation of Mr. Green's bill, which was as uncalled for as it was unjust. In this week's WORLD I notice a communi-

cation from "C. J. K.," which presses the riders in this town pretty hard. According to that correspondent, Mr. Green said, before the committee having the bill in charge, that his judgment was formed by three runaways of horses that had been frightened by machines and that these accidents were caused by reckless and heedless riders; that, if the entire fraternity was composed of the same material as these few, there *must* be some restrictions placed upon them; that he was not as thoroughly aware of the *character of bicyclists* until after the discussion provoked by the introduction of his legislative act, etc., etc.

Our representative certainly puts a very low estimate on the standing and character of the bicyclers of his "district," whom he has known almost from the cradle, and who he knows, also, to be incapable of being guilty of such viciousness as he lays at their door. There is not a bicyclist here who is not most careful to prevent trouble with horses — not one but who will measure respectability and character with Mr. Green at any time and all times, — and if drivers will bestow the attention to their horses that they give, unasked, to bicyclers, no unpleasantness will occur. We "reckless riders" here at the home of Mr. Green are glad he has found out that there *are* gentlemen among wheelmen, though he had to go a long way from home, and through much tribulation, to discover the fact. We feel "faintly famous," too, seeing that we have been the unwitting cause of all the uproar. Brother wheelmen, if you come this way you will find that we are not heathen, though our worthy legislator tries to give us a bad reputation among you. Though we have no club organization, you will find members of the L. A. W. and the L. O. W. Though "heedless," yet possessed of brains sufficient to gladly impart all information possible regarding roads, routes, etc., in our power. And above all, a cordial grasp of the hand, and *gentlemanly* treatment as long as you remain among us.

And now, good WORLD, I will not trespass further upon your time and space. What I have said could have been better said, but wheelmen will be able to gather from these disjointed sentences that all I want is to set our riders square before their brethren of the wheel.

PILKINS.

SIDNEY, OHIO, 3 February, 1883.

RACES

CHRISTCHURCH, 26 DECEMBER, 1882. — The annual Interprovincial Bicycle Meeting, under the auspices of the Pioneer Bicycle Club, was held at Christchurch, New Zealand, 26 December last. The following were the events and results: One-mile handicap, maiden race, H. Hobday, 75 yards, 3m. 27½s. One-mile championship of New Zealand, F. R. Dunsford, 3m. 16s.; Pioneer Bicycle Club, one-mile handicap, J. F. Norris, 125 yards, 3 m. 14s.; Tricycle race, three,

quarter-mile, F. Cuttin, Salvo. 3m. 27½s. One-mile handicap, open, F. R. Dunsford. 30 yards, 3m. 19s; Five-mile handicap, open, H. Langdown, scratch, 19m. 30s.; One mile "peculiar bicycle" race, R. E. Hall, scratch, 3m. 57s.; Ten-mile handicap open, H. Langdown, scratch, 3m. 6s.; Two lap combination, walk, ride, and run race, F. R. Dunsford; one-mile consolation, H. Short, 4m. 3s. The following are the winners of the annual ten-mile handicaps: 1880, G. E. Dalton 200 yards, 40m. 23s.; 1881, G. E. Dalton, scratch, 39m. 2s.; 1882, T. Searell. 400 yards, 36m. 44s.; H. Langdown, scratch, 38m. 6s.

CINCINNATI, 8 FEBRUARY. — The third heat of the Cincinnati Club long distance championship, to-night, in Power Hall, resulted as follows: —

	Miles.	Laps.
Wright.....	26	0½
Landy.....	25	9½
Kitchell.....	24	5½
Galway.....	17	8
Reed.....	4	6

The distances given are computed on a basis of ten laps to the mile, which is not correct, but were used to compare distances made in the entire races. Mr. Reed was spurring on the north side of the hall, when the strain snapped the right pedal pin of his machine, and he fell headlong, sustaining a sprain in his right wrist.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Thursday, 22 February:

Second annual reception concert, exhibition and ball of the Springfield Bicycle Club.

Hermes Bicycle Club races, Chicago, in Exposition Building.

Tuesday, 6 March:

Springfield B. C. Club annual meeting.

Monday, 12 March:

Maryland Bicycle Club monthly business meeting, annual election of officers, revision of constitution, etc.

Wednesday, 14 March:

Maryland Bicycle Club, first annual dinner.

Friday, 16 March:

First annual ball Greenfield Wheel Club.

Saturday, 17 March:

Annual meeting Kings County Wheelmen.

BUCKEYE B. C. CLUB. — The Buckeye Bicycle Club, of Columbus, held its third annual meeting and banquet at President Miller's residence, Wednesday evening, 7 February. The following officers were elected for the ensuing year: President, W. H. Miller; secretary and treasurer, C. J. Krag; captain J. P. McLune; first lieutenant, W. T. Eldridge; second lieutenant, C. E. Freeman.

GREENFIELD WHEEL CLUB. — This club was organized 14 July, 1882, as the Greenfield Bicycle Club, with twelve members, but at our first annual meeting, held the 1st inst., we voted to change the title as above. The officers elected for the ensuing year are as follows: President, Hollis B. Bagg; captain, Benj. F. Butler; sub-captain, Fred. R. Hollister;

secretary and treasurer, W. H. Ulrich; bugler, F. E. Hawkes; club committee, W. H. Ulrich, W. N. Snow, H. O. Edgerton. It was also voted to make it a League club. We now have fifteen active members, and are having uniforms of seal brown corduroy, which will be worn for the first time at our first annual concert and ball, to be given 16 March. The roads in this section are excellent for bicycling.

SECRETARY.

GREENFIELD, MASS., 12 February, 1883.

MARIETTA WHEEL CLUB. — This club was formerly the Marietta (Pa) Bicycle Club, but, as several tricyclers have been added, the title has been changed to correspond with the character of the membership. A new uniform has been adopted, of black and silver, naval style, which will be very handsome. The club now numbers fifteen riders, and more are contemplating joining. Its lady friends have just finished for the club a handsome banner, in black and old gold, the club colors. For the benefit of brother wheelmen I will add that we will no longer be recognized by our "handsome corduroy helmets."

SEC.

SPRINGFIELD B. C. CLUB. — The Club has got into its new quarters, and since the first of this month has admitted ten new members, which is certainly a good beginning. The new uniform is done, and will be worn at the club's 22 February ball and reception, the arrangements for which are progressing finely. Wheelmen from Boston, New York, New Haven, Worcester, Hartford, Holyoke, and other places have promised to attend, and it is expected that there will be a hundred wheelmen in uniform on the floor. The club expects quite a novel treat in the "Star" riding of Burt Pressy, who, with Atkins and Wilmot, will be there. The annual meeting and election of officers will occur 6 March. The principal officers of the present board will probably be re-elected, except President Ducker, who declines a re-election, much to the regret of the members of his club, but his energy and enthusiasm will no doubt continue to pervade its doings as of old.

MASSACHUSETTS B. C. CLUB RIDING RECORD FOR 1882. — At the commencement of the year 1882 the members of the Massachusetts Bicycle Club were notified that they were expected to keep an accurate riding record, to be handed in at the close of the year. This record has been handed in, and tabulated with the following results: Records of sixty-seven members of the club have been obtained, and from them it appears that the greatest distance covered by any one member was 6,000 miles, by Mr. E. R. Drew. Least distance covered by any member, 40 miles. Total distance covered by the club, 64,550 miles. Average per member riding, 963 miles. Five covered 3,000 miles or more each, aggregating 21,705 miles, and twenty-five covered 1,000 miles or more, aggregating 46,743 miles.

THE Chelsea Bicycle Club partook of its fourth annual dinner last Saturday

evening at the Parker House, Boston. President Gilman presided, and, after the proper bicycleristic attention had been paid to an ample and excellent menu, speeches were made of more or less brevity and interest by the president, Capt. Whiting, Sub-Capt. Brown, and Messrs. Wilcox, Turner, Small, Currier, League, Consul Fowler, Nagel, Woodman, Yerrinton, and Rouse. Several matters pertaining to the interests of the club were discussed, including a projected drill exhibition, and a musical and literary entertainment. The affair was the most successful and enjoyable dinner of the series.



That Bicycle Bugle.

AIR. — *The Old Oakn Bucket.*

How near to my ear are the notes of that trumpet!
They float on the breeze with the dawn's early light,
I swallow them down with my Sunday tea crumpet,
And dream of their din in the dead of the night.
How often when trying some rhythmic inditing,
When just at the door of my subject I knock,
There comes thro' the window—upsetting—affrighting—
The screech of the bugle that toots on our block.
That bicycle bugle — that six-dollar bugle —
That double-decked bugle that toots on our block.
I've stood the street organ, the fifer and drummer,
But standing this bugle is no sort of fun;
If 't were n't so expensive I'd charter a plumber,
And solder a trap in its last curve but one.
When blown by its owner — some damned ignoramus —
It ties up my nerves like a galvanic shock;
I'd rather have *cerebro-spinal-jim-janus*,
Than list to the bugle that toots on our block.
That falsetto bugle — that wind-spavined bugle —
That calf-braying bugle that toots on our block.

There 's work for the League in this brazen formation:
Suppress it, *in toto*; or shorten its scope
By raising the rate on its damned importation;
Consider the matter — do, please, Colonel Pope.
I think of the fellows, with rapt admiration,
Who threw the tea overboard into the dock,
And wish they were living in this generation
To chuck in the bugler who toots on our block.
That mongrel-mouthed bugler — that overgrown bugler —
That limber-lunged bugler that toots on our block.

S. CONANT FOSTER.

The Stanley Show. I.

A SPLENDID AND NOVEL EXHIBITION. — MACHINES AND STYLES TO BE RIDDEN THIS YEAR. — APPETIZING MEAT FOR AMERICAN WHEELMEN'S MOUTHS TO WATER OVER.

Specially Reported for the BICYCLING WORLD.

Editor Bicycling World:—Our great annual exhibition, which brings sportsmen from all parts of this kingdom, has just opened, and I hasten to send you an early note of the various exhibits which are on view. The Stanley Club, which originated these exhibitions, has received an unexpected amount of support from the makers and agents, and there is little doubt that the club has the confidence of the whole of the wheel trade, and thus succeeds in its show in a most marked manner. The most noticeable feature which strikes an observer who has seen other shows is the great advance which has been made towards lightening the machines, both in the two and three-wheeled types, whilst amongst the tricycles a marked lightening of the weight has been accompanied by a great simplification of the details of the frame, which is now lighter than last season, and yet looks lighter than it really is. In short, throughout the whole exhibition a tendency to lightness in looks, as well as in actual scale weight, is very marked. The great racing firm of Humber, Marriott & Cooper has a wonderful exhibit of machines, the direction of wheel development here being well shown by the fact that the firm shows as many tricycles as it does bicycles. The latter machines are, as they have always been, pretty well at the top of the tree for their purposes, especially the racers, of which several very fine specimens are on view. The general type differs from that of last season in reduced weight, smaller hubs, and a novel spring; the handles are of the fashionable "cowhorn" type, and the spring a short steel one hinged in front, and resting at the back end on a very thick piece of rubber, which is not of a crude and hard type, but more of the "school rubber" type, giving well under pressure. The neat section of hollow rim, used last year, has not been improved upon, and, if exhaustive tests are worth anything, it does not need it, being almost, if not quite, perfect for its purpose. Spokes are not quite so plentiful as in some types of racing machines, and they are very carefully fitted. The head is long, with the double-coned centres, known in England as "Andrew's Head," but an immense amount of substance has been removed from the head of the forks, which, although they have adequate shoulders, are set in a very neat taper head, which not only saves actual weight, but also adds to the lightness of the machine's appearance. The roadster has no markedly novel features as compared with last season, but all the points are carefully studied, and the head is also a little lightened, whilst Humber's neat break spring adds greatly to the look of the machine, replacing, as it does, the very unsatisfactory rubber band which is

so given to breaking at the most awkward times. The scroll spring still finds favor, undoubtedly, because it allows of a horizontal saddle being put on without any amount of trouble in padding and adjusting, and at the same time the spring is a remarkably comfortable one. In the tricycles a tremendous advance has been made, whilst the appearance of Mr. C. E. Liles' racer, on which he won the amateur championship of the United Kingdom at the Crystal Palace, will be sure to draw attention to the fact that Humbers mean to go in for the racing three-wheeler, and to secure for it, if they can, as great a popularity as they have for their racing bicycle. The driving wheels of the tricycles are all smaller than in the pattern for 1882, being to a great extent based on the lines of the Championship Machine. 46, and 48, are the standard types, and the advantages of gearing up or down, as may be required by the customer, are combined with the advantages always found in small wheels, viz., plenty of strength without unnecessary weight. The frame of the Humber tricycle has also been simplified and lightened to a remarkable extent, and it is interesting to compare the machine on which Lacy Hillier won the 1881 championship with the machine for 1883. The saving of weight has been effected by simplifying the fore-carriage and lightening the whole of the appendages in accordance with the reduced size of the wheels. The next maker of importance is one whose manufactures find their way to America to a considerable extent, and Messrs. Singer & Co.'s novelties for 1883 will ere long be heard of in the United States, for they *are* novelties in every sense of the word. First we will glance at what may be termed the standard patterns. We see the well-known Challenge bicycles, well up to date in every particular. Most of them are finished highly with nickel plate, and all show the excellence and soundness of construction for which the firm has been long famed; at the same time there is no very marked change in the two-wheeled machine from the pattern of 1882. It is quite otherwise with the tricycles, and amongst this class of machine are to be found some very good machines. First we find the original Challenge, No. 6, now rechristened the Apollo tricycle. It is a front-steering double driver, being fitted with the well known double driving gear, known in the trade as "Pritchard's Differential." As is the case with all Singer's work a somewhat large section of steel tubing is used, which adds to the apparent weight of the machine, but it is only apparent, and the machine will compare well in this particular with any of its competitors. The patent pedal and a very well-fitted lever break, with a band on the drum of the double driving gearing, are to be specially commended in this machine in both its single and double forms.

One noticeable machine of this type, built for the treasurer of a well-known club, has a very clever alteration from

the standard pattern introduced into the cranks to suit a lady; on the off side, by the introduction of a short crook in the centre of the continuous pedal bar, the off-pedal throw is reduced to five inches, whilst the near throw remains at the normal six inches; this little attention to the special wants of lady riders is welcome; but the greatest novelty on Singer's stand is the new tandem Sociable, which will prove a boon and a blessing to many a resident in cramped and confined quarters. It is a double on the fore and aft principle, of the same type as the Harvard tandem made by Messrs. Bayliss, Thomas & Co., but it is also a double driver and a convertible. All these advantages go to make it one of the leading novelties of the season. Its construction is as follows: First, we have an ordinary front-steering tricycle of the usual double driving type; into the uprights of this machine in the double form are screwed very strongly, with inch nuts, the front ends of a horizontal "U." This "U" frame carries a second pair of pedals, a chain which goes over a cog wheel affixed to the right-hand end of the front pedal crank, and at the back end of the "U" is a steering wheel of the usual rear-steering type. When so far put together the front wheel, which steers the single machine, is removed — being fitted with the Stanley head closed in, — and a lamp being affixed in its place, the machine is converted into a rear-steering double, which, however, seeing that the rear rider sits dead on the back-steering wheel, is very much steadier down hill than any other pattern of rear steerer. As is usual with all Singer's machines, as pointed out above, the machine looks heavier than it really is, but at the same time the construction is excellent throughout, and ball bearings are fitted to every point, and those ball bearings are not of the flimsy bicycle type so often fitted on to the tricycle, but of very stout construction and up to all the strains which a bearing has to stand in such a wide-based machine as the tricycle.

One of the coming makers is to be found in that well-known London man, Mr. M. D. Rucker, who has made a wonderfully good start in the past season in the construction of the machine of which he is so complete a master. His exhibits at the Stanley show are far in advance of all he has hitherto done, and that is saying a very great deal indeed. His bicycles have made themselves a name since their introduction, which many an older maker might envy, their chief characteristics being great strength and not too much of the weight taken off at the expense of stability. A 55-inch light roadster for Mr. E. W. Lumley, of the Chiswick Bicycle Club, is a very grand sample of Rucker's work, as is also a racer built for the 5-miles amateur champion, Mr. J. S. Wharton; these machines are fitted with hollow rims, slightly fluted forks, and a noticeable point about them is the immense lateral rigidity, not the slightest twist being obtainable on

the wheel axle, even with the aid of the wide handle bars which Rucker himself had so much to do with popularizing. Cowhorns are, of course, favored for handles, and in the ordinary type of Rucker's racers the machine is painted from head to foot, which is as it should be, a racing machine being for business and not for show. Another noticeable mount is that of Mr. Walter Cornell. The well-known skipper of the Wanderers' Bicycle Club is a most energetic and consistent road rider, and we do not doubt that he will be satisfied, exegeant though he is, with the 57-inch which graces the Rucker stand. All the roadsters have very stout forks, broad at the shoulders, and not fining off to such an extent as to admit of weakness or twist; bearings as well fitted as in the racer, but somewhat stouter in finish; long handles dropped at the ends; good-sized horns, so as to fill the hand and prevent cramp; long brake-lever, and rationally fitted spoons, which are most effective; "Swindley's patent head," a most ingenious adaptation of the spindle and coned head is also used, and the test of practical experience has shown that the claims of this invention have not been over stated. It consists, as our readers are probably aware, of a coned head of somewhat thicker section than is usual, and looks outside like a large Stanley head; through the centre, however, is run a stout pin, which steadies and equalizes the friction and allows of very accurate adjustment, — the whole being locked by means of a nut which grips the head tightly; it thus becomes firmly fixed, and the wear is practically infinitesimal, and what wear there is regular, so that the slightest tightening of the adjusting nuts takes it all up without the fear of its locking. Amongst the roadsters are to be found mounts for Mr. W. E. Milner, of the Belsize, a prominent racing man, Mr. C. R. Maddox, the well-known tourist, and Mr. J. H. Price, the honorable secretary of the Stanley Show and the Stanley Club; whilst Wadham Wyndham, ex-amateur champion, and A. Thompson, of the Sutton, one of the most promising men on the path last season, will be seen mounted on Rucker's this season. In tricycles we find Rucker also to the fore. He brought out last season a machine which showed that vertical action could be obtained on the rear-steerer, and many older makers were not unwilling to follow the lines of the machine, as is shown by a glance around the show, when the ungraceful but highly practical backward bend of the arms of the common hay-fork pattern will catch the eye on nearly every stall on which rear-steerers are shown. But the energetic amateur is not willing to remain behind the times in this matter; he now places before the public the Rucker front-steerer, which is fitted with Stanley's double driving gear, ball bearings throughout, and is vertically constructed; in short, a modern machine from top to toe.

The Coventry Machinist Company are

in the fore with a wonderful exhibit, and will undoubtedly make their mark in racing matters this season. The new racer which they have produced, on the pattern of the machine so successfully bestriden by Gaskell last season, is not only a marked advance on everything hitherto built by them for racing, but it is an advance in general on the racing machines of most makers. The racer which they have on view, which has been especially built for Mr. Milner, is a really splendid specimen of the wheel constructor's art. It weighs but twenty-seven pounds, is 58-inch wheel, has very small, neat, and light hubs, an ample number of butt-ended spokes, a light, but strong head; strong where strength is required; very neatly-fitted hollow rims of the simple section so constantly used by the company, viz., a hollow tube rolled in to form a double-sectioned half-moon; a short but neat spring, amply sufficient for the path; flat, but strong steel cranks, and pedals, and a very neat ball bearing. The width of the tread is in marked contrast to the width some seasons back, being exceedingly narrow, in spite of the fact that the hub is amply wide enough to provide strength and stability for the wheel. The Club Roadster is too well known to need a lengthy dissertation, as, in spite of the great advances which have been made in lightening and simplifying the machine, there are no startling novelties to be choniced in connection with it. The same may be said of the Cheylesmore tricycle, which has such a world-wide reputation. The hay-fork frame has been carried a bit further back, and the vertical action has been obtained. A new brake has also been added, which is a novelty in shape and application. It is termed the spring lever, and is hinged to the back of the frame. The spoons are of considerable length, and come flat against the tires, being swung against them by a lever fastened below the hinge, instead of turning down onto the tires from a revolving bar, as heretofore. The result is that the centre of the spoon first comes to bear on the tire, and an immense amount of pressure can be brought to bear without any danger of ripping the tire off. The most noticeable feature in the company's exhibit is the new front-steering Cheylesmore, which figured so prominently in the championship when jockeyed by H. H. Gaskell, and we anticipate a large sale for this machine, which is now made as a roadster, and in that form makes one of the best, if not the best of the front steering class of three-wheelers. Light racing machines of this class are also a special feature in the company's exhibit, and will be sure to obtain for them much patronage, as the power of building a light machine of adequate strength is valued by the general public, who like to know that if they do carry weight, it is of the fullest value to them. Messrs. Hillman, Herbert & Cooper have a very good show of machines, their bicycles being well up to standard. The well-known roadsters of

this firm show no marked alteration, although, of course, many points are simplified and lightened, but it would seem that we have almost reached the end of radical changes, or rather, of radical improvements in the two-wheeler, and it is left to us to alter and improve them in minor detail. This firm have, however, a novelty, for them, in the shape of a very light and special racer. Although several races have been won on the D. H. F. and its racing type, yet the firm have never laid themselves out to build anything extra special in the way of racing machines, but they have now launched out in this line, and presumably with success, seeing that their initial effort at this show weighs something under twenty-seven pounds. It is a very neat machine, but differs little in model from that so fashionable last season in the "Humber" or "Club" machines. It has good forks, with a neat head, with good lengthy centres, a new and very compact make of Hillman's ball bearing, which is an advance on previous efforts in this direction. Good style cranks, with the well-known pedals now identified with the Premier firm. The rims are of the Invincible hollow style, somewhat large, and making the machine look heavier than it lifts, with threaded spokes of very fine wire, so well constructed that it is particularly rigid. The hind wheel small, and well brought under the front one. Altogether a pleasing outline, and one which looks like work, the specialty of this firm in the way of machines. Moderate in price, the popular Premier is well up to date, and to our view one of the cheapest in the market, although it does not of course sell at the absurd figures adopted by some of the cheap and consequently nasty makers in tricycles. The Premier Company hold their own well. The D. D. Premier, which has fairly ousted the old favorite, the Flying Dutchman, quite out of the market, being quite up to the 1883 mark, is an excellent machine in both double and single form, and will be sure to obtain as much success in 1883 as it has had in 1882. It is, as is well known, one of the most vertical machines in the market, and of course a front-steerer, as are all the best makes nowadays, and the double machine is fitted with an ingenious method of steering whereby the gentleman can sit on the right-hand side of the machine, and thus not be under the awkward necessity of putting his lady companion on the dangerous side, next passing vehicles, whilst the steering is much more safely managed from that side of the machine. A very careful attention to all the matters concerning the brake is also to be found in this make, the brake band being broad and well fastened to the frame, a point to be noted, as some of our best makers are particularly careless on this point, being constantly in the habit of fitting absurdly narrow brake bands, which take a much greater exertion of power to secure the bite, which would be easily obtained from a band two inches wide.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

THE constitution, rules and officers of the League are published in full in the special number of the BICYCLING WORLD, which may be obtained, post free, by sending 25 cents to the office of the WORLD.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

- MARYLAND BI. CLUB: *Add.*
 3345 Fred. Stauff, 18 N. Charles street, Baltimore, Md.
 3346 J. Ross Dickson, 261 Madison avenue, " "
 3347 Thos. E. Price, 46 Second street, " "
 CITIZENS' BI. CLUB: *Add.*
 3348 Knight L. Clapp, 57 Broadway, New York City.
 3349 A. B. Terry, 206 W. 29th street, " "
 KINGS COUNTY WHEELMEN:
 3350 F. G. F. Barlow, 170 Lee avenue, Brooklyn, N. Y.
 3351 F. H. Douglass, 25 Bedford avenue, " "
 3352 W. L. Sampson, 196 Hewes street, " "
 3353 - G. H. Hooper, 70 Bedford avenue, " "
 3354 Edward Petters, 66 South 9th street, " "
 3355 Robert A. Hibson, 64 South 10th street, " "
 3356 J. M. Sorzano, 246 Carleton avenue, " "
 3357 A. W. Strong, 79 Division avenue, " "
 3358 Geo. T. Brown, 144 Wilson street, " "
 3359 Chas. Schwalbach, 350 South 5th street, " "
 3360 A. C. D. Loucks, 183 McDonald street, " "
 3361 W. D. Bloodgood, " Wilsn street, " "
 3362 G. R. Bidwell, 216 South 9th street, " "
 AUBURN BI. CLUB:
 3363 Edward F. Parker, 7 State street, Auburn, N. Y.
 LOWELL BI. CLUB:
 3364 Jos. L. Punder, 45 Merrimack street, Lowell, Mass.
 3365 Edward Ellingwood, " "
 IXON BI. CLUB:
 3366 Frank A. Egan, 45 W. 14th street, New York City.
 3367 Ben. G. Sanford, Box 2425, " "
 3368 M. G. Peoli, 25 E. 74th street, " "
 3369 P. M. Harris, 169 W. 48th street, " "
 3370 Wm. R. Newman, 4 E. 50th street, " "
 3371 Chas. C. Reed, Jr., 47 W. 9th street, " "

- 3372 A. D. Wheeler, 115 E. 23d street, New York City.
 3373 Frank D. Howard, 4 E. 50th street, " "
 3374 H. Y. Smith, 101 E. 64th street, " "
 3375 Jules Denegre, 4 E. 50th street, " "
 MIDDLETOWN BI. CLUB: *Add.*
 3376 Charles H. Foster, Middletown, N. Y.
 SPRINGFIELD BI. CLUB: *Add.*
 3377 Wm. E. Crow, Springfield, Mass.
 3378 Myron Hitchcock, " "
 3379 A. E. Worthington, " "
 3380 Alfred E. Buckler, " "
 3381 Palmer N. Taylor, " "
 3382 Sanford Lawton, " "
 UNATTACHED:
 3344 Geo. Booker, 18 Washburn street, So. Worcester, Mass.
 CORRECTIONS:
 3332 Arthur J. Purinton, 88 W. Newton street, Boston, Mass.
 3341 Lewis G. Timpson, 1 W. 38th street, New York.

Editor Bicycling World: — The following officers and committee-men have been appointed: —

RACING BOARD: — Frank E. Yates, Chicago, Ill., vice B. B. Ayers, resigned. Abbot Bassett, Boston, Mass.

RAILROAD COMMITTEE: — B. B. Ayers, chairman, Chicago, Ill.; N. M. Beckwith, New York City; J. W. Pero, Fremont, Ohio. *Auxiliary.* — A. W. Fries, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; Dr. C. L. Henderson, Kansas City, Mo.; Orville Anderson, Louisville, Ky.; W. H. Miller, Columbus, Ohio; C. D. Standish, Detroit, Mich.; F. A. Miller, Susquehanna, Pa.; Geo. D. Gideon, Philadelphia, Pa. [Please report to B. B. Ayers, Chicago, for instructions.] Fraternally, W. H. MILLER, *Pres. L. A. W.*

Resignation..

MR. W. H. MILLER, *President L. A. W.* — I herewith tender you my resignation as member of the racing-board for Chicago. Mr. Frank E. Yates, ex-amateur champion oarsman of the United States, a gentleman of wide experience in amateur sporting matters, being now one of our wheelmen, I would recommend his appointment in my place. B. B. AYERS.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received: —

- Jules Denegre, 469 Broome street, N. Y. City.
 Angelo Williams, 254 W. 39th street, N. Y. City.
 Andrew Stewart, 426 Sixth street, N. W., Washington, D. C.
 Joshua Reynolds, Stockport, N. Y.
 J. W. Smith, 1434 Poplar street, Philadelphia, Pa.
 RENEWALS: — W. Cunningham, 2104 W. 44 street, N. Y. City; N. G. Crawford, Louisville, Ky.; F. T. Davis, Mt. Vernon, W. Chester Co., N. Y.; F. A. Egan, 38 Broad street, N. Y. City; E. C. Hodges, 28 State street, Boston, Mass.; H. E. Meyer, 38 Exchange Place, N. Y. City; S. A. Marsden, 308 Chapel street, New Haven, Conn.; W. R. Pitman, 64 White street, N. Y. City; C. E. Pratt, Norfolk House, Boston, Mass.; W. A. Pickett, 26 Chatham street, Worcester, Mass.; B. G. Sanford, 7 Nassau street, N. Y. City; W. C. Scribner, 1108 E. street, N. W., Washington, D. C.; Howell Stewart, 426 Sixth street, N. W., Washington, D. C.; F. W. Smith, Mill street, Harrison square, Boston, Mass.; H. J. Smith, 405½ Pennsylvania avenue, N. W., Washington, D. C.; E. J. Waring, Plainfield, N. J.

APPOINTMENTS. — The chief consul has confirmed the following nominations: State consul for Connecticut, F. A. Jackson, New Haven; consul for Hartford, Conn., Fred. W. Davis, 129 Washington street; consul for Bridgeport, Conn., Geo. H. Johnson, 129 Stratford avenue; consul for Cincinnati, Ohio, H. S. Livingston, 443 West 7th street.

CONNECTICUT MEMBERSHIP MEETING. — A meeting of the Connecticut membership of the B. T. C. was held at New Haven, on Wednesday, 7 February, Chief Consul Weston occupying the chair. The plans for the coming year were discussed, and the following nominations were made: For State consul, F. A. Jackson, of New Haven; for consul for Hartford, Fred. W. Davis; for consul for Bridgeport, Geo. H. Johnson. The nomination of a city consul for New Haven was postponed for another meeting, which will be held shortly; and, in the meantime, the State consul will attend to such duties as may present themselves.

THE great Stanley exhibition of bicycles, tricycles, and sundries opened this month.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

A. W. C., Binghamton, N. Y. — We believe Karl Kron has done considerable riding on the Erie Canal tow-path. Have others?

P. E. D., Toronto, G. U. P., Cambridge, Mass. — Mr. Dean acknowledges receipt of letters.

M. S. H., Los Angeles. — Pay no attention to such an ordinance if passed. The law will give you your rights. Special number with decisions sent. Apply to committee on rights and privileges, if you wish further advice.

H. N. K., and H. S. L., Cincinnati. — A misunderstanding. All right now.

ENQUIRER, Lowell. — Send your address.

G. N. O., Philadelphia. — Thank you. Will do so with pleasure.

CURRENTE CALAMO.

THE Troy Bicycle Club now regularly drill in full uniform every Thursday evening.

GOV, the great London athletic outfitter, has subscribed to the telephone exchange, by which his extensive order department will be greatly facilitated. His number is 4,161.

THE English wheel papers are publishing correspondence on "improving the appearance of tricycles," and probably after the makers have perfected the two-speed gear business they will turn their attention to tricyclic aesthetics.

THE Coventry Machinists' Company, makers of the Cheylesmore, are crowing over the fact that they have been appointed, officially, "Bicycle and Tricycle Manufacturers to H. R. H., the Prince of Wales."

PRINCE will ride two miles against time at the Institute races next week, and endeavor to beat the amateur and professional records, both.

THERE is to be a bicycle meet at Battle Creek, Mich., next month, and riders from Homer, Albion, Kalamazoo, Marshall, and other places are expected.

MR. HENRY TATE, postmaster at Verplanck, N. Y., who is an enthusiastic bicyclist, recently took his wheel on the ice and ran to Newburgh, stopping at Peekskill for a brief rest.

CAPT. CHASTEAU, of the Fairmount Park Guard, in his report of the visitors to the Park for the year 1882, gives the number of bicyclers as 20,946, as against 54,964 equestrians, 877,967 carriages, and 19,147 sleighs. The number of accidents by bicycles was proportionately much less than by any other class of vehicle, and few of them serious.

CAPT. TIBBS, of the Montreal Bicycle Club, corrects our "probabilities" respecting the club's active membership, and states that his command comprises fifty-nine mounted, uniformed, and active members who turn out for runs or parades, and the coming season will increase the number to eighty. These are the sort of erroneous statements that it is a pleasure to take back.

THE Marblehead Bicycle Club has got into its new headquarters, and held the February meeting there last week. The room is comfortably and tastefully fitted up, and will no doubt prove an additional bond of union with the members. J. R. Schoff has been elected captain, in place of A. M. Brown, resigned.

OUR special correspondent's report of the great annual exhibition of bicycle and tricycle manufacture, just held under the auspices of the Stanley Bicycle Club, will be read with interest, as showing what the English makers are doing for the coming season, and indicating the tendencies of wheel matters over the water.

H. J. HALL, JR., of the Kings County Wheelmen, is sojourning a short time in Boston, and will be present at the 22 February races.

CINCINNATI wheelmen have found the roads so unridable during the present week that they have taken to boating. Notwithstanding the terrible high jinks the Ohio is cutting up there the boys are so Christian-like and forgiving that they don't want it dammed.

J. V. WRIGHT, of the Walnut Hills (Ohio) Wanderers, riding in Power Hall, Cincinnati, recently, attempted to take off his jacket while turning a curve, lost his balance, and fell, sustaining a sprained wrist and other severe bruises.

SENATOR DEXTER, of Hamilton County, Ohio, is a warm friend of wheelmen, and will oppose the Green bill in the legislature of that State.

THE Washington's Birthday races at the Institute Building promise to be very interesting. Mr. Prince says that in order to insure perfect satisfaction at the results, he has engaged as timers and other field officers well-known, prominent, and reliable men, and intends to have the events all conducted in the best manner. Those intending to enter the races should post their entries at once, as

indicated in the announcement on another page.

AMONG the games at Recreation Park, San Francisco, 22 February, will be a one-mile bicycle handicap.

PRINCE, taking umbrage at certain comments in the London *Sportsman*, respecting John Keen's proposed visit to this country to race the former, in which the *Sportsman* referred to Prince's claims as "blowing," has written that journal a sharp letter, and offers to match Lewis T. Frye at ten miles against Keen even, for \$1,000, after which he will race the winner of that event on the same terms.

WILL Young and Wilson meet? If they meet, will they participate in a race. Wilson is eager to beat Young, and it really looks as if the latter is pining to be beaten by Prince. According to a daily contemporary, Wilson proposes that Prince, Young, and himself shall each deposit \$100, making a sweepstakes of \$300. Of this amount the first and second men will take \$150 each, and any surplus from gate receipts, after paying expenses, shall go to the winner. Thus, the third man will lose \$100 and get nothing. If Young can beat Wilson, and is defeated by Prince, he will get \$150; if he defeats both Prince and Wilson he gets \$300 and the gate surplus. Another proposition is that, at the time Young closes a match with Prince, he shall also deposit \$50, at least, to bind a match with Wilson, to be decided after Young has won or lost in the race with the champion of America. Young, on the other hand, wants to race Prince first, taking a thirty seconds handicap, and will then tackle Wilson for a hundred dollars a side.

PRINCE and Wilson made appointment to meet Young last Saturday to draw up and sign articles for racing in accordance with the latter's challenge, but he failed to put in an appearance, and the matches are off. Wilson has accepted the challenge and deposited a forfeit to be one of

four to race Prince five miles each to his twenty miles.

THE annual dinner of the Massachusetts Bicycle Club, Tuesday evening, was very successful, but our report of it must be reserved for next week.

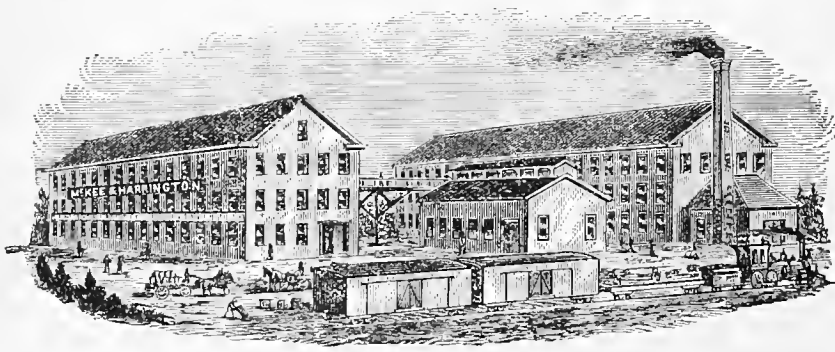
THE Harvard College Bicycle Club are arranging interesting racing events for the coming season, and intend making inter-college bicycle races a feature. The club will have the annual dinner at Young's next Tuesday evening.

THE "Orbicycle" itself is now completed, and is made in two forms. The general pattern may be described as a reversed "Humber," the backbone, instead of leaving the head horizontally, dropping direct from the axle, supporting the treadles *en route* to the steering wheel head. To give a clearer idea of its shape, imagine a Humber, divested of its upright neck, handle bar, and backbone. Then extend the end of the bone carrying the treadles horizontally, curving them up to the head of the steering wheel fork. Put a saddle on the centre of the axle, facing the steering wheel, and orthodox spade handles, with rack and pinion steering. Take away the chain, and put two large "orbs" or globes, enclosing the treadle crank and pulleys in the centre of the axle, and you have a pretty clear idea of the appearance of the "Orbicycle." The driving is done by means of bevel wheels, which revolve inside the orbs, a tube revolving inside the vertical tube communicating the motion from the treadles to the axle. Balance gear is also enclosed in the upper orb. An alternative pattern is a single driver, the treadles driving one wheel forward for speed, and by moving a small catch actuating a clutch, working backwards (*a la* Sterling) for power uphill. In either form, by a slight alteration, the machine can be made a rear-steerer in a few seconds. The orbs give the tricycle a heavy appearance, which impression is not dissipated by lifting the

To Manufacturers and Importers!

FOR SALE. A complete copy of the testimony used by McKee & Harrington in their suit with the Pope Mfg. Co., showing the so-called Crank Patent to be public property, and in use on the stage and streets of New York and Philadelphia in 1863, with names and present addresses of impeached witnesses. Also, information obtained in Paris concerning the actual inventor of the Crank Velocipede, by whom Lallient was employed in 1865. Together with the result of expert examinations of the minor patents, showing by the records full anticipation or means to avoid infringing them in the manufacture of first-class bicycles. For particulars address

THOS. B. JEFFERY & CO., 40 S. Canal St., CHICAGO.



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A High Class, Elegant, Durable Machine,

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Price, 50-inch \$90.

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Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

machine, which is heavy, though this may, of course, be remedied now that the pattern is completed. — *The Tricyclist.*

SECOND-HAND BICYCLES FOR SALE.

All in good condition and very little used.

48-inch Standard Columbia, Cone Bearings.....	\$60.00
50 " " " Parallel Bearings.....	70.00
50 " " " Ball "	80.00
52 " " " Parallel "	82.50
52 " " " Full Nickelled.....	92.50
Also 42-inch Tricycle, Parallel Bearings.....	37.50

SAEVEY'S Bicycle Agency, 406 Chestnut St., St. Louis, Mo.

Washington's Birthday BICYCLE RACES.

One-mile heat race, best two in three, open to all amateurs. First prize, Gold medal; second prize, Silver medal. Entries close Thursday, 19 February, to the Editor of the BICYCLING WORLD, or J. S. Prince, Station A.

Two-mile amateur straightaway race for those who never won a prize. Prize, Silver medal.

Race for the championship of the Bay State Wheel Club of South Boston, and other events to be announced.

One mile straightaway for boys under twelve years of age.

JOHN S. PRINCE will endeavor to beat the best amateur or professional two-mile time in an exhibition ride.

AT THE INSTITUTE FAIR BUILDING,

At End of Huntington Avenue,

Under the auspices of John S. Prince.

Thursday Afternoon, Feb 22.

Doors open at 2:30 P. M. First race at 3 P. M. Horse-cars will run from Scollay's Square. Reserved seats for ladies. Admission, 50 cents. The building will be heated by new apparatus and hot-air blowers that will insure a good distribution of heat.

JOHN S. PRINCE is in daily attendance at the Institute, and will train those who wish his services. Admittance for riding, 25 cents. Storage for machines. Clubs who wish to hold races can make very favorable terms with Mr. Prince.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

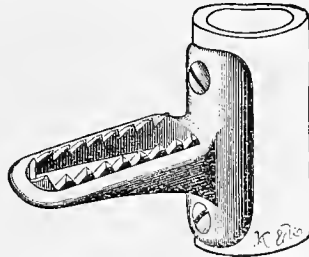
FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

WANTED.—A 50, 52 and 54-inch Bicycle in good condition. Address, giving description and price, R. R. BIRD, Waterbury, Conn.



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Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of

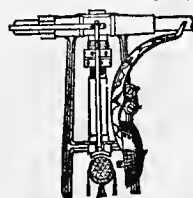
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WORCESTER, MASS.

Or of the Inventor and Patentee,

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For terms to agents, address as above.
Price, Plain, 50c.; Crocus Polished, or Nickel, 75c.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

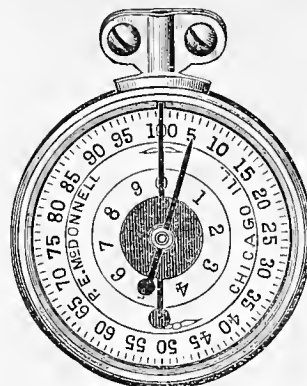
With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

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A CYCLOMETER



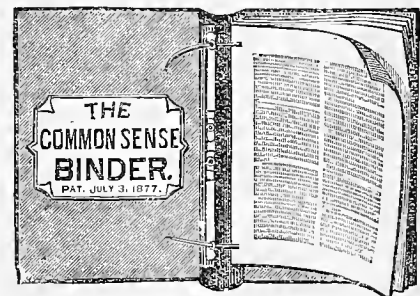
For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolutely

ly water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

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Send money order or registered letter.

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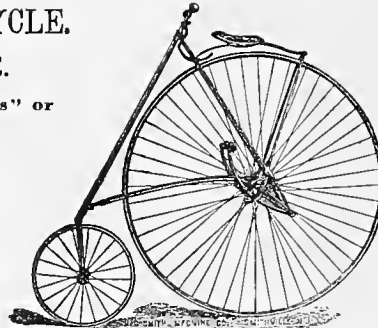
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Tricycles.

† 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. † 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

‡ In first-class order; shows only wear on tyre.

This list will be changed from time to time. No printed lists or circulars of second-hand machines.

Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 23 FEBRUARY, 1883.

Volume VI.
Number 16.

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SPECIAL NUMBER

OF THE

BICYCLING WORLD

NOW READY FOR MAILING.

CONTENTS.

Review of the year 1882.

The Constitution, Rules, Officers, Consultants, Committees, etc., of the L. A. W., corrected to date of issue.

Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. • Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W. A full and complete list of clubs, with officers, etc.

Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year.

Tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle.

Notable performances on the bicycle and tricycle in America and England.

Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England.

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Is the official organ of the League of American Wheelmen, and is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 23 FEBRUARY, 1883.

AU REVOIR.

AFTER a pleasant intercourse of nearly two years with our readers and correspondents, it is not without a feeling of regret that we deem it best to sever our editorial connection with them to enter other fields of business, and we shall ever carry with us a most grateful remembrance of the almost uniform kindness, forbearance, and encouragement we have received from all with whom our journalistic duties have brought us in contact, — readers, correspondents, contributors, and wheelmen everywhere.

We have endeavored during our connection with the WORLD to make it primarily meet the requirements summed up in the prospectus at the head of this page, namely, a record of bicycling events in

America. We would have preferred to make it *entirely* a record, and except in the more colloquial and familiar Curiente Calamo, to have kept ourself and our opinions in the background, as a recorder ought (and as the leading and most successful 'cycling publication in England does to a great extent), merely editing the material furnished and selected; and at first we endeavored to pursue this course, but were soon forced to yield to the demand for "editorials" on something. To our thinking, the dullest and dreariest reading in a newspaper is the usual editorial "leader," and unless it contains something of unusual practical interest we either skim or skip it altogether. However, we believe we have at least kept its pages free from vulgarity and coarseness, either of tone or language (although, considering our class of contributors, this was not difficult), and whatever differences we have had with either individuals or projects, our opposition has always been expressed in parliamentary phraseology.

It is also a matter for self-gratulation that in nearly all that related to wheeling and wheelmen's interests our course and our opinions have been warmly indorsed and seconded, and especially has this been the case in the more important issues which have from time to time arisen where these interests were general. Nor have their sympathies been wholly expressed in words; for while, perhaps, in common with its contemporaries in the same field, it has not received such prompt and hearty financial support as its publishers had a right to expect, the BICYCLING WORLD's subscription list has never retrograded, but has largely and steadily increased, so that its paid circulation has nearly doubled in two years, and its normal expenses have correspondingly decreased, and it has now without question more readers among wheelmen in this country than all its 'cycling contemporaries combined.

And in another direction do we wish particularly to extend our thanks for material assistance. When our immediate predecessor retired, in the course of his valedictory he said: "To conduct a literary magazine where contributors are abundant and liberally paid for, where the best efforts of the leading writers are presented for publication, the task of editing is an easy and delight-

ful one to the professional journalist; but in the limited sphere of a recreation not generally established, with no historical or legendary resources to draw upon, with an ever empty contributors' box; with only the occasional work of inexperienced writers to select from, the task is one which as often tests the editor's patience as that of his readers." While appreciating the embarrassments he has alluded to, one of them, at least, we have been spared, namely, an empty contributors' box, for not only have our correspondents been many and liberal, but we doubt that in any other pastime or recreation can be found so many and such almost uniformly intelligent gratuitous contributors as we have had the honor to be aided by during our connection with the BICYCLING WORLD, and whom we heartily trust will continue their favors to our successor, Mr. J. S. Dean, who is by no means a stranger to our readers, he having been a valued and valuable contributor and assistant to the paper almost from the first number.

For ourself, while no longer associated with the editorial conduct of the paper, we shall continue our wheelman's interest in its progress, and occasionally contribute, as a "free lance," to its columns. And so, with the best wishes for the prosperity of the BICYCLING WORLD, its editor, its publishers, its correspondents, and its readers, and thanking each and all for many favors, we say, adieu.

W. E. G.

AND THE MEET.

OUR New York contemporary, who, somehow, either wilfully or stupidly misunderstands, and certainly always misinterprets to its readers everything the BICYCLING WORLD says in regard to matters of general interest with which our contemporary does not agree, now endeavors to trip us up on the very point respecting the selection of the place for the League Meet that we have all along endeavored to avoid, namely, the idea that the object is, primarily, the enjoyment of the participants, when we have plainly said that that should be less than a secondary consideration. We maintain that the Meet ought to be held where it will do the most good for bicycling generally; yet the burden of our contemporary's editorial is constantly about what good it will do in New York, and what New York will do for the visitors, and what a deal of enjoyment we

shall all find in New York, and the enthusiastic welcome we shall receive from her wheelmen,—all of which we have as constantly admitted. We know that we would be royally received and treated, and that the city's attractions are innumerable, and that in no place could we have a better time, and that New York wheelmen certainly need and should have the Central Park; but as to the latter argument, no display which we are likely to make there would have any effect, and much more may be done by a united effort of the local wheelmen, in persistent application to the authorities for their rights, than by a procession of five hundred riders, either in the park, or on the rideable suburban highways. A smaller city and a larger parade comprise the main features to secure a Meet that will do the most good.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Wyoming Wheels and "Rocky" Runs.

Editor Bicycling World:—Perhaps a few items pertaining to bicycling in the far West will interest your readers, and, if so, you may insert the following in the *WORLD*, should it be worthy the necessary space. This winter has been an exceptional one indeed, and wheeling has been indulged in almost without interruption up to date. At this writing, however, eighteen inches of snow lie on the ground, and, as it still continues to fall, we shall probably be compelled to give up our delightful pastime and wait impatiently for the "balmy breath of spring" to come to our relief.

On last Sunday Mr. Greenbaum, vice-president of our club, and the writer took a run over the Rockies on a visit to the wheelmen of our sister city—Cheyenne, and the time on that occasion lowers all previous runs over the same road, and perhaps in the whole Territory. At any rate, we shall claim the out-door record for our club till some one proves to the contrary. From our town to the summit of the mountains is eleven miles, and, owing to heavy grade and sand, we were compelled to walk five miles of this distance, but were amply repaid for our trouble by the free ride to which we were treated on the other side of the mountains.

From the summit to our destination is thirty-seven miles, and to run this distance occupied but two hours and ten minutes. Of the thirty-seven miles, no less than *sixteen* were coasted, and the remainder, owing to the down grade, which is very steep, required but slight exertion.

I regret exceedingly my inability to describe to your readers our magnificent mountain roads, but to be appreciated they must be seen and ridden over. On four different occasions have we coasted without touching the pedals, or without a break, fifteen miles.

Our time on the Cheyenne road, although we deserve no credit for it, perhaps, is certainly worthy of note, and it is the writer's opinion that thirty-seven miles in two hours and ten minutes is something to be proud of. From the summit to the foot of the main range is twelve miles, and this distance was run in forty minutes. The time for this twelve miles, *might* be lowered, for the grade falls one hundred and thirty feet to the mile, but if the machine be given perfect freedom, I, for one, beg to be excused from making the descent. We have made this trip a number of times, and it seems we shall never tire of it, for it ever offers something new.

We frequently run to Virginia Dale, and return, and find no difficulty in covering the distance, sixty miles, in seven hours,—including one hour's rest.

Our mountain roads are unsurpassed, and should any of our brother wheelmen ever make up their minds to come West, they must arrange to stop off, for a day or two at least, at Laramie City, and if the Laramie Bicycle Club fails to make things pleasant for them it will be because they don't know how. With best wishes to the Ohio wheelmen, and with a fond hope that they may retain in the future the bicycle privileges which they have enjoyed in the past, I will bid the *WORLD* farewell.

WM. O. OWEN,
Laramie Bicycle Club.

LARAMIE CITY, WYOMING, 31 January, 1883.

For Washington.

Editor Bicycling World:—I was much surprised at your editorial in last week's *WORLD*, relating to the proper place to hold the next Meet of the L. A. W. I had supposed that there was no doubt whatever that it should and would be held at Washington, and although I felt, after first reading it, as you can imagine we all felt when we first heard of Mr. Green and his bill, I still think as before. The Meet should be held at the point nearest centre of wheel population which possesses all other necessary advantages. It seems to me what you concede to Washington should be sufficient to convince all candid persons that there is no better place to be found; and what you argue for New Haven shows conclusively that the Meet held there would not be a success as the annual gathering of the League of American Wheelmen. You state that New England wheelmen would probably not go to Washington in larger numbers than they did to Chicago, which, though somewhat damaging, is to be admired for its candidness. Again, you state that they would all turn out if held at New Haven. I will admit all that,

but it seems to me that other wheelmen than those who live in New England are entitled to some consideration. A Meet held at New Haven would be a Meet of New England wheelmen, with a few invited guests from neighboring States, for, if the New Englanders would not go to Washington, could it be reasonably expected that the wheelmen of the various other States would go double distance to New Haven? The wondrous outside attractions at Washington would serve to bring together a large concourse of bicyclers, and it would be truly a Meet of the L. A. W. With the exception that Washington is situated outside of New England, it possesses all the advantages of all other cities combined.

COUNT.

XENIA, OHIO, 14 February, 1883.

Where to Meet.

Editor Bicycling World:—We were exceedingly sorry to read your editorial in the *WORLD* which so strongly favored having the next League Meet at New Haven. Outside of the "Hub," we are satisfied a large majority would prefer Washington or New York. The former city deserves it, after the noble conduct of the Capital Club during the Garfield Memorial Fair fizzle. It is our duty to go there, and the turnout would be as large as you would have down east. The argument in favor of New York is, that a demonstration should be made there in order to create a more favorable opinion in the minds of their stupid park commissioners, and with the hope that our large display might be the means of bicyclers gaining admission to Central Park; nevertheless, there are many serious drawbacks to a Meet in New York, and it might prove to be a failure. Washington should be the place, and, Mr. Editor, when you "think the selection of New Haven would be a happy one," you forget that the League of American Wheelmen comprises members outside of the New England States, and the wishes of those members should be thought of, and consideration shown their wants. VICTOR M. HALDEMAN.

MARIETTA, PA.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Tuesday, 6 March:

Springfield B. Club annual meeting.

Monday, 12 March:

Maryland Bicycle Club monthly business meeting, annual election of officers, revision of constitution, etc.

Wednesday, 14 March:

Maryland Bicycle Club, first annual dinner.

Friday, 16 March:

First annual ball Greenfield Wheel Club.

Saturday, 17 March:

Annual meeting Kings County Wheelmen.

ROCHESTER B. CLUB.—At the annual meeting of the Rochester Bicycle Club, held 6 February, 1883, the following officers were elected for the ensuing

year: President, W. H. Learned; captain, W. J. Curtis; lieutenant, E. H. Jennings; drill master, W. J. Curtis; secretary, C. H. Polley; treasurer, F. B. Graves; bugler and first guide, A. M. Bennett; second guide, M. B. Punnett. Executive committee: W. H. Learned, W. J. Curtis, C. H. Polley, F. B. Graves, F. F. Chase, R. A. Punnett, and W. E. Williams. CAPTAIN.

FALLS CITY BI. CLUB.—At the annual meeting of the Falls City Bicycle Club, held 7 February, at the residence of Capt. Franke, the following officers were elected: Henry Haupt, president; Orville Anderson, secretary; George Franke, captain, and Hugo Helburn, standard bearer. After the meeting the club was handsomely entertained by the Messrs. Franke, and, when time for dispersing arrived, all united in a hurrah for Capt. Franke, and wended their way homeward, wishing that annual meetings would occur more frequently.

ELMIRA BI. CLUB.—This club, organized in July, 1881, in Elmira, N. Y., is still in a flourishing condition, and proposes to open the spring season vigorously. It has seventeen active, two associate, and two honorary members. The club headquarters are supplied with the *WORLD* and other cycling papers. At a special meeting, held 15 February, it was unanimously voted to join the League. The question of a new uniform is also being agitated.

BUFFALO BI. CLUB.—At the regular meeting of this club, 15 February, the following officers were chosen: President, F. F. Williams (re-elected); vice-president, J. E. Danielson; captain, Geo. Dakin; recording secretary and treasurer, J. O. Munroe (re-elected); corresponding secretary, C. K. Alley (re-elected). The uniform question came up, as usual at spring meetings, and was finally left with a committee to select and make all arrangements, and submit it at next meeting. COR. SECY.

The regular semi-annual meeting of the Star Bicycle Club, of Lynn, was held Tuesday evening, in that city, at the close of which the members partook of an excellent supper at the Revere House, where the meeting was held.

The Meriden (Conn.) Wheel Club gave a bicycling exhibition in the town hall, 7 February, in the presence of a good audience. The exercises comprised a drill by a squad of the club, under Capt. Rust, a slow race, won by W. W. Parker, and trick and fancy riding by D. J. Canary, the whole being very pleasing, and creating a favorable impression.

The Hawthorne Bicycle Club, of Salem, visited Marblehead Wednesday evening, and were the guests of the Marblehead Bicycle Club, who entertained the visitors most pleasantly.

The Columbia Bicycle Club, of Attleboro', will give a ball on 9 March, in Wamsutta Opera House, in that town.

At a meeting of the Long Island Wheelmen, held last week, it was voted to join the L. A. W. as a club.

The Champion City Bicycle Club, of Springfield, Ohio, proposes going into camp again next summer.

The Harvard College Bicycle Club race meeting will be held at Beacon Park, Boston, 23 May, and the events will comprise, besides an inter-college race, several amateur open races, and as soon as the arrangements are perfected full announcements will be made.

Buckeye Annual Dinner.

The third annual dinner of the Buckeye Bicycle Club, of Columbus, Ohio, was held 7 February, immediately after the business meeting, the result of which we published last week. The club rooms and premises belong to President Miller, and they are capitally adapted for both club purposes and the observance of the annual. The banquet was spread in Mr. Miller's photographic studio, and, of course, was a most appetizing one. The toasts were drank in the president's cider, and comprised, "The Press," "The League," and "The Buckeye Bicycle Club," and were responded to by the *Dispatch* representative, President Miller, and Secretary Krag, respectively. The fun of the evening, however, began with the presentation of an immense bronze tin medal, over an inch thick and ten inches in diameter, to President Miller, by Mr. Ed. McColm, in a very grandiloquent and eulogistic speech. It seems that there is a "Society for the Suppression of Truth" in the club, and that there is much rivalry between Messrs. Miller, Krag, McColm, and Kinneer, as to who is the greatest prevaricator, and this explains the inscriptions: "President Buckeye Equivocating Club," "W. H. Miller, from the B. E. C.," "We will never use truth until the lies run out." Ignorant of this intended presentation, Mr. Miller had in his possession a leather medal, to be awarded to the "Champion Liar" annually, and which he first presented to Mr. Krag, as most worthy. Eighteen members of the club sat at the table, the absentees being Messrs. McCune, Anderson, Orndorff, and Pease. Each guest carried away, as a beautiful souvenir, a circular gilt-edged cardboard plaque, bearing on its face a bicycle photograph, the dates '80 and '83, 7 February, and the name of the recipient. In blue and white, on the reverse side, is inscribed, "Third Annual Dinner, Buckeye Bicycle Club, Columbus, Ohio." President Miller made the negatives, and the whole design is his.

MASSACHUSETTS BI. CLUB ANNUAL.—This famous bicycle organization held its fourth annual dinner Tuesday evening of last week, at the Hotel Vendome, about sixty-five members and guests being present. Among the guests were President E. C. Hodges, of the Boston, President H. R. Robinson, of the Crescent, President M. D. Currier, of the Lawrence,

and President F. S. Winship, of the Star (Lynn) Bicycle Clubs; L. A. W. Chief Consul F. S. Pratt, of Worcester, Consul W. B. Everett and Representative C. L. Clark, of Boston, and Treasurer W. V. Gilman, of Nashua; Editors J. F. McClure, of the *Wheelman*, and W. E. Gilman, of the *BICYCLING WORLD*; Rev. S. L. Gracey, of Chelsea, B. T. C. Chief Consul F. W. Weston, Geo. H. Day, of the Weed Sewing Machine Company, of Hartford, and Edwin Oliver, of the Citizens' Bicycle Club, New York. The new president of the club, Mr. H. W. Williams, occupied the head of the table during the dinner and the first part of the post-prandial exercises, but later, withdrawing to attend to other engagements, he called ex-President Parsons to the chair. Nearly all the gentlemen above named favored the occasion with remarks in response to calls, and other speakers were Chas. E. Pratt, and J. S. Dean, of the Boston Bicycle Club, and Col. A. A. Pope, of the Massachusetts. A double quartette, largely composed of members of the club, under the leadership of C. W. Reed, the artist, added greatly to the enjoyment of the occasion by their excellent singing at intervals during the evening. President Williams, in opening the post prandial, gave an account of the riding record of the club during the past year, a synopsis of which we published last week.

Fancy Riding Competition.

A fancy riding bicycle contest was held at the West End Skating Rink, Baltimore, 15 February, for a \$50 gold medal and championship of Maryland, between Messrs. A. T. Slee and Jas. Murray. Mr. Slee, who was before the match the champion of Maryland, has ridden in several contests and exhibitions. This was Mr. Murray's first appearance, or, in other words, his *début*, and ended in a very creditable victory for him, by a score of ninety-six points to ninety. Mr. Murray rode a 52-inch Challenge, and Slee a 50-inch Expert. The different stand-stills of Murray were frequently applauded, the most noticeable one being to take a handkerchief out of the hub, and start again. The judges were Messrs. Yates, Penniman, and Harry Broeort; referee, Arthur Harrison. The Maryland Club attended in a body. H.

Double Riding.

PROFS. WILMOT and Alden gave one of their double exhibitions at the Olympian Club, on Monday last, and, judging by the applause, it was the event of the evening. Early in the evening Prof. Wilmot gave one of his usual fine exhibitions in the Grand Hall, finishing with riding round and round a circle with the small wheel leading, and he standing on the pedals in front of the machine. He was then joined by Prof. Alden, and the two gave an exhibition of the most original and difficult feats. Any one seeing them will say that they are far beyond comparison with other double riders whom

we have seen in Boston. A single feat will illustrate. Wilnot comes to a stand still, with Alden standing on the pedals in front of the handle bar; slowly and steadily each swings around on to a single pedal, and then seat themselves on the pedals, one on each side of the machine, and swing their feet, and look as comfortable as though seated in a chair. Then, rising, they assume their former position, and ride away. This is Wilnot's latest, and it "takes the cake" away from all tricks I ever saw. The applause the audience gave was enough to make any rider proud. When the skaters in the rink found that they had not seen the exhibition they gave the management no peace until the exhibition was repeated in the main hall of the rink. If this don't speak for the character of the exhibition I should like to know what does
LEICESTER.

MANUFACTURE.

The Coventry Tricycle.

THE chief phenomenon in the wheel world during the last two years has been the development of the three-wheeler, until every bicycle maker turns out his tricycle also; a few make tricycles only, a half dozen or more have been specially appointed makers to H. R. H., etc., and it is becoming a question whether the trike will not soon have a wider use than the narrow-gauger. Mr. A. J. Wilson ("Faed"), in his enthusiastic paper in the WORLD, some time ago, rather overdid his advocacy of three wheels against two. I think I was one of the first in this country to foresee the spread of the tri, and I was surely the first to publicly sound its praise. Nobody rejoices and believes more in its progress and promise than I do, and yet I am like the young man who thinks each of his two best girls better and sweeter than the other. He wants both, and can have only one. I can have both of these steel loves, and intend to. Neither has the virtues of the other, and neither avoids the other's faults; neither will drive out the other, and neither should be "sworn by" without reasonable moderation.

After the unique machine which was the first successful tri., the commonest patterns were the Bath-chair, or front-steerer, and the Meteor, or rear-steerer class. There are several exceedingly meritorious patterns of the latter now in market, notably the Monarch, which drives direct by pedals swinging from the shaft, and the reverse-peddalling Sterling. The Meteor pattern has the great advantages of simplicity, lightness, cheapness, and unobstructed front; but, although it is a good machine for the path and for smooth roads, it is surely going out, and not slowly. There are now only two main classes: front-steerers, double driving by differential gearing; and rear-steerers, driving double by ratchet or clutch-gearing in great variety. Of the latter, the Cheylesmore has been most successful, but they all have the great disadvantage

of not driving backward (though there is an exception or two to this), and none of them drives double, except in a straight line. On a curve, the outer wheel, having to run faster, runs ahead of the ratchet or clutch connection on the shaft, and only the inner wheel is driven. With the differential geared machines this is also true. After having studied them attentively, it is to me clear that the slow-moving wheel alone is driven, and that a double-driving device, which drives double all the time, and really does give each wheel the exact proportion of force required, has yet to be discovered. I doubt its existence, even.

All differential-geared machines, thus far, have drivers joined by a continuous axle. Were the rider to sit behind this axle it would be in his way; hence he sits over it, and thus so much weight is brought forward that the steering wheel is necessarily placed in front (were there no other reason) in order to support the front end. This class of machines is front-steering, thus far, but a rear-steerer is not impossible, and there will probably be some in market this year.

The Coventry—generally called the Coventry Rotary, to distinguish it from the original pattern, which used levers—was the first successful tricycle, and was invented, it is hardly needful to say, by the late James Starley. For *his* patent there are no contestants. *He* did not adroitly spread a patent over a combination of old devices, and did not steal the invention from a velocipede shop in Paris; his device was new, was real invention, and still stands unapproached and unrivaled.

The wheel-base of the tricycle, ordinarily, is a nearly equilateral and equiangular triangle; run "point" first, it is a front-steerer, and when run reversed (or with one side first) it becomes a rear-steerer. Flatten the triangle, opening one angle and closing up the other two considerably, and you have the Coventry outline, or wheel-base; the ordinary machine is, say, thirty-three or thirty-four inches wide between rims, but this is only twenty-nine or thirty between extremes. Instead of the hay fork or the oval framework, it has a long, straight backbone forming one side of the frame, and carrying at each end a steering-wheel working in a Stanley head, *à la* bicycle; a short tube leaves this backbone at right angles near the middle, carrying, at its outer end, the drive which forms the other "side" of the vehicle; the short cross-tube also bears the seat or saddle, and the supports for the pedal shaft, the brake (a strap on the hub), and the fixed handle, while the backbone carries the steering-handle and rod. What I suppose to be the patented novelty (and surely the distinguishing peculiarity) is, that both the small wheels steer, being coupled to the long rod on opposite sides of the head, so that they turn together in opposite directions. The advantages of this arrangement are:—

1. All other tricycles divide the rider's

weight between the larger wheels between which he sits, putting on the rudder wheel only a little of it; this is peculiarly true, I think, of the Valores geared front-steerer, and the accepted theory—that the weight should be borne "over the work," and only enough put on the steerer to give it adhesion—has been carried out to the extreme of not giving the wheel adhesion enough. The result is, that the effectiveness of steering varies with grade and character of surface. Uphill, the weight comes back, and increases the effectiveness of a rear steering-wheel, but as soon as down grade is reached, that wheel loses all it gains on up grade, and more. Hence (single or double driving quality ignored) rear-steerers are best up hill, and unsafe down hill; front steerers are safe down hill, but lose steering on up hill. The Coventry double-steering, going up hill, puts on the rear wheel all the pressure the front one loses, and on down grades puts on the front wheel all the back one loses, thus combining all the good there is in either form. Moreover, instead of keeping weight off the steering-wheels, it boldly puts weight *on* them. One half the weight is on the driver always, and *this is more than can ever be put on a driver in any other type of tricycle*; the other half is divided between the two steerers. They can never get rid of it, and can never be off the ground together, however rough the surface; if one misses fire the other is the surer to go, and so this double-barrelled, double-ended arrangement is bound to steer anywhere. I have tested it fully, and find that it cannot be swerved on any grade up which the machine can possibly be forced; down hill it is always safe, and I would sooner risk "flying" the ugliest hill with it (single-driver though it is, and with the brake on only one side of the machine) than with any tricycle I know, with all double brakes and balance gears piled on. Starting the machine on an up grade, with the steerers close to the curb, and thus having to begin by climbing a grade in two directions, and on a slippery surface, I have found it sometimes glide sideways a little at first; but under no other circumstances have I found the slightest slip or failure.

2. The greatest length of wheel base, and the leverage obtained by having the two wheels so far fore and aft of the centre, increase the power of the steering. The double steering, also, makes the guiding not only twice as effective, but twice as easy and sensitive,—probably it is more than twice. The quantity of steering is doubled with the quality, and so the wheels need not be turned so far. The cross-arms on the heads are very short—about half the ordinary length,—and the motion required of the hand is correspondingly less; at the same time the coupled wheels are easier to hold, and less readily turn of themselves if the handle is released, than the single-made wheel; hence the steering gear need not be so tight. One of the

charms of a tricycle is its steering, which outdoes that of a bicycle by far; but in point of steering no other tricycle made can touch the Coventry, and none which ever can be made will touch it. Prophecy I keep out of, but here it is safe.

3. The Coventry is a two-tracker. The small wheels run in the same line always. The resistance is lessened by making only two tracks, and the narrowness of machine gives it advantages on side-walks and narrow places, and in housing, as it passes any doorway. Stones are also avoided better by having no middle wheel following.

4. The powerful steering neutralizes the side-drag of the single driving. But this drag is also greatly reduced by the narrowness of the machine.

5. A perfectly open front is secured, all steering gear being out of the way, without giving up front-steering, and having the rudder in sight. For luggage carrying, especially long articles like fishing rods and photographic apparatus, the frame is especially adapted.

6. It "takes" obstacles — say the edge of a board walk — peculiarly, the wheels striking them one at a time.

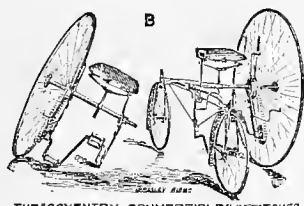
However these points may be regarded, the fact that this first machine, invented before the tricycle was really foreseen, still holds its place, and forms a class by itself, is testimonial enough of inherent merits. For speed, it has done two miles in 6m. 41s. (17.91 miles per hour), and it won the fifty-miles road race of 1882, in 3h. 47m. 40s. (thirteen miles per hour), beating the best record by 34m. 20s. A year ago the makers publicly offered to run it against any tricycle made in Coventry, for ten or twenty miles on the road, for not less than £50, and to do so as often as any makers would put up the money. This challenge was published a number of weeks, but nobody wanted the £50 enough to try for it. Only the Humber can make a show running with the Coventry, and the latter is still the fastest out.

As a Sociable it used to be made in an objectionable "tandem," back-to-back; but this was abandoned for the "Convertible," which proved such a hit last season. Another driver, with its cross-tube carrying fixtures, is attached by a simple contrivance opposite the other seat, and the single machine becomes a four-wheeled double. As in all doubles which do not use a balance-gear with a single chain, each rider drives his own wheel; but the double steering and the distribution of weight prevent any swaying, up hill or down, and the stronger rider *cannot* shove the machine around, as can be done on single steering machines which drive the wheels separately. The distribution of weight is unique in the double form, as well as in the single. Ordina-

rily the increased dead weight in a Sociable puts more strain on the frame, at the same time that its points of support are set further apart, and a heavier strain is also put on the one steerer to control the machine. In this, as a double, each driver takes half the rider's weight, as before, the other half being divided between the rudder-wheels; hence the added strain falls on the rigid backbone, and is divided between the two small wheels instead of being put on one.

As a Sociable, up hill or down, I consider the Coventry Convertible equal, in ease and comfort, to any. Of course a hill-climbing comparison, to be fair, must be made between machines geared alike. The advantages of narrowness and two tracks, however, necessarily are lost in the double form.

The convertibility is, of course, the



THE "COVENTRY CONVERTIBLE" DETACHED

great feature, and it is of obvious value to get a single and double tri. in one, if this can be had, without sacrifice of material qualities, and without increase in cost. As to the latter, this machine, with ball bearings throughout and adjustable handles, is about even with ordinary fixed Sociables. The apparent narrowness, instability, and ungainly shape of the Coventry, in its single form, had restrained me from considering it, but, as a double, I was attracted by its convertibility. I found, however, my greatest surprise in its real stability, as it is the steadiest and firmest machine I have ever tried, without even a hint of upsetting. It is not ungainly when you see it, although it looks so on paper and, even with a forty-eight wheel geared level, it is the easiest running tricycle I know of. This is due to the plan, and to the good sense of the makers in putting the rider well over his work.

At the opening of last year only one Convertible was in the market, — the old Centaur, which I had long ago rejected as not worth while. The success of the Coventry in 1882 has now produced from three to half-a-dozen rivals for this season. A cut of one of them I have already seen. In shape it follows the Coventry almost exactly, and appears to have some merits of detail, but it misses the chief peculiarity, — *the rear small wheel is fast*. Two-track machines have been tried before, but they are of small account without the essential feature which Starley's patent secures; either of the two wheels in line can steer, but not both of them.

The plan of the Coventry has one disadvantage: its narrowness crowds the rider a little on one side (although perfectly open on the other), and the working of

the joint at the junction in the double form sometimes brings the hands unpleasantly close. When crossing a gutter which extends clear over the way, with the small wheels on each side of it, the capacity of the joint is exhausted (if the hollow is deep enough), and the wheel driven by the lighter rider is lifted off the ground. But one cannot have the advantages of narrowness without the incidental disadvantage of having the machine less roomy to sit on than the ordinary. I have never been able to reconcile myself to the ordinary front-steerer; the wheel *looks* like a plough-point, to be shoved into the ground, and the steering-gear shuts you in unpleasantly. Of the machines already in market, my second choice would be the central-geared National of Birmingham; but I study them all, new and old, and find nothing, as yet, for which I could resign the matchless steering and the two-track quality of the Coventry. We must strike a balance between advantages and disadvantages, and I find none which combines so many good points, and avoids so many bad ones, as this; and, while improvements in detail will be made, of course, I think this type will hold its own against all inventive skill.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 5 February, 1883.

How Leroy Won

PRINCE EXPLAINS THE HORSES VS. BICYCLE RACE.

ACCORDING to the Boston *Herald*, Prince takes offence because Charles H. Leroy, the rider of horses, recently said he had beaten Prince and Rollinson quite easily in their race last year, and Prince gives some heretofore unpublished facts regarding the Casino "race" of last summer. He says Leroy was not in good racing condition for the event, nor were Rollinson and himself perfectly trained. Added to these drawbacks was the fact that Rollinson injured his knee in the second day's run. Still, Prince thinks he and Rollinson could have pushed Leroy more severely if the "race" had not been an "exhibition." With regard to how the exhibition was run, Prince says the Casino people made an offer to him to ride throughout the week. He is not aware that any stake depended on the result, and he signed the business contract presented to him by the managers with the explicit understanding that, if anybody asked him about the conditions of the riding, he should tell them that he was simply giving an exhibition for a stated amount of money, his contract requiring him to do as the managers ordered. They did not object to Prince making such explanation to his friends or others, and he told those who asked him about the exhibition just what the conditions provided for. Prince says that, on the fifth day of the riding, Leroy told him he was afraid he could not hold out until Saturday night, and Leroy was so weakened by exhaustion that he fainted and fell from his horses.

The promoters of the enterprise, with whom Prince had signed the contract, then told Prince that Leroy was in a bad condition, was being forced to do so much work that he could not last the week out, and ordered Prince and Rollinson to ease up on the pace which was forcing Leroy to such great effort. Under the terms of the contract they were obliged to slow up or lose the entire week's salary, which was about \$400 for Prince, and \$300 for Rollinson. That was the first experience of the kind Prince had in this country, and, when he discovered how tight a line had been drawn on him, he declared that he would never enter into such another agreement. "Now," says the champion, "I see no other way out of this controversy between Leroy and myself except in racing; and I will put up dollar for dollar with Leroy, and, if I have n't money enough of my own, my friends will back me for the balance of the stakes. Leroy will not frighten me, either, by stories of how fast he can go, and how fast I and my partner will have to go. We will try to go fast enough to beat him, and the race will not be an 'exhibition,' controlled by men who employ us. Leroy ought not to have said that he beat us easy, for he did n't do so. Mind you, this race will not be a race against horses, but against Leroy, who claims to have so much more endurance than other people. I would n't race him if the number of horses was limited, because it is possible to abuse a horse under such conditions, and the Society for the Prevention of Cruelty to Animals might interfere. He can have as many horses as he pleases. My purpose in making this statement is to show that the Casuo 'race,' so-called, was an exhibition, and one, too, that neither Leroy nor myself, I am sorry to say, can brag much about. It has taught me a lesson on contracts, I assure you."

CURRENTS CALAMO.

A NEW YORK bicyclist, Jabez Holman, convicted, 9 February, of having, aided by a woman, inveigled, drugged, and robbed Fred. S. Rollinson of a gold watch, a diamond ring, an overcoat, and a sum of money, in New York, last November, was sentenced to the Elmira Reformatory for two years.

THE office of the London (Eng.) *Sportman* has been moved to 139 and 140 Fleet street.

RACES are projected for 10 March, in Philadelphia, at the Industrial Hall. There is to be a five-mile amateur handicap, and Woodside and Morgan are expected to compete in a twenty-five mile professional race for a purse.

THE index for Vol. V. of the BICYCLING WORLD is now ready, and will be mailed free to those desiring it.

PRES MILLER's little Harry, six years old, rides a 32-inch bicycle with great skill and grace and belongs to the Buck-

eye Bicycle Club, the L. A. W., and the L. O. W.

THE Cincinnati bicyclers have been making time in their long-distance races, this winter, at Power Hall, which so nearly approached records that they began to take stock in the supposed influence of the late planetary conjunctions, and were actually getting ready to wipe away the boasts of the Louisvillians with scorn, when some doubting Thomas among 'em suggested a more thorough investigation of the track measurements, and it was discovered that the tape line had been shortened by several feet, so that they had been circulating around a twelve-lap course only ten times for a mile.

GEO. M. HENDEE, the League champion, entertained the citizens of Nashua, at the city hall, a few evenings since, with a fine exhibition of what can be done in the way of bicycle fancy riding; and in addition to much applause, he won many friends who will be glad to meet him again, there or elsewhere.

THE *Cyclist* reports the case of a well-known racing bicyclist who "suddenly went out of form," and supposed some physical ailment had attacked him; but subsequently, taking his machine to the makers for overhauling, it was discovered that a quantity of steel filings had been left in the front wheel bearings, (ball), and had worn them half away.

A FINE opportunity is afforded in our advertising columns, this week, to procure a first-class racing wheel for the coming season, at a low price.

JUDGING from the tone of the bulk of our correspondence, respecting the League Meet, some of which we publish this week, the popular current seems to be setting towards Washington, and none has been received favoring New England, and none outside that city favoring New York.

PRINCE and Chas. H. Leroy, the horse rider, have signed an agreement to race, in accordance with the terms as recently stated in the BICYCLING WORLD.

SOME Frenchman has just been developing an old water velocipede invention, a description of which indicates a similarity to Hazlett's marine bicycle, except that it is propelled by paddles instead of a screw.

BALLOT blanks for the League State elections will be sent to members next month, and it is time to be thinking who you want for officers during the ensuing year.

THE spring meeting of the board of officers, of the L. A. W. will be held next month, and all members who wish to propose any business for their consideration should be putting it into business form.

IT is said that the secretary of the Bicycle Union, Mr. W. Pye English, will resign his position at the close of the present term, his legitimate business demanding all his attention.

THERE were about six hundred and fifty machines on exhibition at the Stanley show, occupying one hundred and twenty-five stands. About 1,300 visitors attended the first day, which number was largely increased during the succeeding days. In the matter of tricycles there was shown much improvement in construction but the increase in prices (about fifteen per cent) causes much dissatisfaction.

AT a special general meeting of the Bicycle Union council, held 1 February, it was voted to commence the financial year from 1 January, to take some of the championship races into the provinces, and to obtain the opinions of racing men respecting distances to be raced. It is also voted to institute tricycle championships.

ON Tuesday, 13 February, Mr. J. H. Newberry, driving a mule team in the streets of Macon, Ga., was thrown from his wagon and killed through the mules taking fright at a bicyclist, Mr. Thaddeus Parker. The sad and unfortunate occurrence is rendered still sadder by the fact that the deceased was a widower, and leaves ten children, all minors. Mr. Parker, although it is conceded by all that he was entirely blameless, so far as exercising proper care is concerned, is in great distress at having caused the accident. Of course the event has raised the usual cry against bicycling, and the local press urges the city council to prohibit their being ridden in the streets; but as there are two sides to everything, why not try to prohibit the use of mules? However, they are as likely to be prohibited as the bicycle.

THE wheelmen of Fostoria have organized a club to be known as the Fostoria Bicycle Touring Club, and have issued a circular of greeting to the wheelmen of the country, and propose to furnish tourists with plans and information respecting routes, roads, hotels, etc. The club now numbers nineteen members.

THE president of the Chelsea (Eng.) Bicycle Club is Sir Charles Dilke, M. P.

A Good Thing.

THE OVERMAN WHEEL COMPANY:—

Dear Sirs,—My 57 inch Yale, light roadster, which you have so beautifully finished in Harrington's enamel, black, full-polished, has come to hand.

My experience with "finishes" for the past four years has been varied in everything but the result—rust. Burnished steel lost its lustre in spite of continuous and frantic efforts to preserve it; nickel spotted and peeled; paint absorbed oil, scraped off on the slightest provocation, and looked lugubriously dingy. I shudder to recall the hours of scouring, greasing, and polishing that are irretrievably sunk into my 'cyclic past.

But now I am at peace with my wheel and the world. I gaze at the glistening jet over which I have just thrown a bucket of water, and a feeling of ineffable happiness steals over me. The skies may lower, the rain fall, but never again will the thought of arduous clean-ups deter me from my longed-for spin.

Harrington conveyed one priceless blessing upon wheelmen when he gave them the cradle-spring. His enamel is quite as worthy of appreciation. Yours truly,

LLEWELYN H. JOHNSON,

O. W's. N. Y. Bi. Club,

Chief Consul L. A. W.

ORANGE, N. J., 17 February, 1883.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

THE constitution, rules and officers of the League are published in full in the special number of the *BICYCLING WORLD*, which may be obtained, post free, by sending 25 cents to the office of the *WORLD*.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

LAWRENCE BI. CLUB: Add.

3385 Charles F. Dow,

9 K. Haverhill street, Lawrence, Mass.

CHARLOTTE BI. CLUB:

3388 J. Clarence Weaver, pres.,

Charlotte, N. C.

3389 Thornwell T. Gilmer, capt.,

" "

3390 Wm. E. Shaw, sec. and treas.,

" "

3391 Miles P. Pegram,

" "

3392 John T. Davis,

" "

HERMES BI. CLUB:

Add.

3393 Kellogg Fairbank,

1801 Michigan avenue, Chicago, Ill.

3394 E. F. Sharp, 417 N. State street,

CITIZENS' BI. CLUB:

Add.

3395 S. G. Griggs, Jr., Windsor Hotel, New York.

3396 Richard Nelson, 87 Gold street,

" "

3397 W. H. McCormack,

236 W. 52d street,

CLARION BI. CLUB:

3398 James A. Murphy,

Clarion, Clarion Co., Pa.

3399 Col. E. E. Thompson,

" " " "

3400 Myer M. Kaufman,

" " " "

3401 James A. Myers,

" " " "

3402 Ben. F. Kaufman,

" " " "

3403 Joseph Murphy,

" " " "

3404 Chas. V. Reid,

" " " "

3405 Harry R. Wilson,

" " " "

3406 Ambrose B. Reid,

" " " "

ELMIRA BI. CLUB:

3408 Louis H. Brown, pres.,

Elmira, N. V.

3409 H. C. Spaulding, Jr.,

" "

3410 Chas. Pines,

" "

3411 Guy W. Shoemaker,

" "

3412 Samuel Ellis,

" "

3413 Hanford Smith,

" "

3414 Robert Fenney,

" "

3415 Hulett Judson,

" "

3416 John Zimmerman,

" "

3417 Jacob B. Coy Kendall,

" "

3418 Will Stephenson,

" "

3419 Joseph F. Lingle,

" "

3420 Michael J. Hogan,

" "

3421 Chas. Bowman,

" "

3422 John Potter,

" "

3423 William Lormore,

" "

3424 Richard L. Guyon,

" "

3425 George Lingle,

" "

UNATTACHED:

3383 J. G. Bly, Sherman, N. Y.

3384 Eugene Card, " "

3386 Jno. B. Griffith, Box 31, Steubenville, Ohio.

3387 Irving H. Fitch, Adrian, Mich.

3397 Addison B. Prince, Cheshire, Berkshire Co., Mass.

L. A. W. Consular Appointments.

NEW YORK STATE. — Chief Consul, N. M. Beckwith, of New York city, in place of W. F. Gullen, resigned.

W. H. MILLER, *Pres. L. A. W.*

MICHIGAN. — Consuls for Albion, Edward F. Woodcock; Grand Rapids, Frank H. Escott; Marshall, Chas. E. Gorham; Niles, Chas. A. Barnard; Ovid, Wm. C. Marvin; Port Huron, Geo. W. Alexander.

CHAS. D. STANDISH, *Chief Consul.*

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

THE following applications for membership have been received: —

W. C. Johnson, Newbury, Mass.; G. P. Davis, 30 Woodland street, Hartford, Conn.; W. Remyson, Norristown, Pa.; A. G. Powell, 218 S. 10th street, Philadelphia, Pa.; W. B. Everett, 338 Washington street, Boston, Mass.

RENEWALS. — W. V. Burt, 702 Tremont street, Boston, Mass.; F. A. Miller, Susquehanna, Pa.; E. C. Lee, 40 State street, Boston, Mass.; C. A. Hazlett, Portsmouth, N. H.; W. H. Miller, Box 245, Columbus, Ohio; F. A. Coleman, Windsor Hotel, N. Y. City; F. S. Harris, 718 Arch street, Philadelphia, Pa.; G. F. Craven, 1442 No. 7th street, Philadelphia, Pa.

APPOINTMENTS. — Ed. L. Pierce, Jr., of Milton, consul for Milton, Mass.; Howell Stewart, of 426 6th street, N. W., consul for Washington, D. C.; Chas. L. Clark, of Newton, consul for Newton, Mass.

NOTICE. — With the February number of the *Monthly Gazette*, which each member may have received before this notice goes to press, there will, probably, be enclosed a pattern of the cloth adopted for the new B. T. C. uniform. Advices, as to cost, have not yet reached this country; but in all probability the price of a quantity of cloth sufficient for an entire suit will be about \$10, landed in Boston. Arrangements for the supply of the cloth to (only) members who desire it will be made with as little delay as possible; and those clubs which are contemplating a change in uniform, and whose entire active membership have joined the B. T. C., are requested to bear in mind that, for utility, durability, and comfort, as well as for attractive appearance, the new club uniform of the B. T. C. will be found worthy of adoption.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

M. F. D., Lowell. — Communication received and will be attended to. Thanks.

J. D. D., Philadelphia. — Communication received and held for the present.

H. G. J., Albany. — Received and contents noted.

H. L. S., Marquette, Mich. — We know of no "guide-book with maps for bicyclers, suggesting pleasant routes of travel through different parts of the United States and Europe." The files of the *WORLD* are filled with just such information. Index sent.

E. P. S., Marblehead. — Our issue of 5 January is out of print.

W. W., Athens, Ga. — See our special number.

J. M. H., Brookline. — Either the Coventry Rotary, the Salvo, or the National would suit your purpose.

J. S. E., Bonaparte, Iowa. — We have been unable to get the photos. What you saw was an inquiry for them.

V. M. H., Marietta, Pa. — There is no rule respecting the position of the color bearer in bicycle clubs, but it has been the custom in parades to place him near the head with the bugler. Were the colors a regular banner or ensign, instead of a simple pennon, the military rule would be the one to follow.

J. P. B., Boston. — Membership in the L. A. W. does not render a man ineligible to membership in the B. T. C. Have in hand another article from the gentleman. Will send copies.

A UNION of all the bicycling associations of France has been effected by simply ignoring the definition of an amateur, and admitting all wheelmen, irrespective of that qualification to the Union Velocipedique de France.

On Ball Bearings II.

After finding the bad qualities of ball bearings, we will now seek for their good. As to good bearing qualities, we find that ball bearings have none by what we have gone through (that they do not run easy), in their motion under the pressure of the rider, which is further substantiated by the fact that a bicycle fitted with them is last downhill, as a rule. Then we find they do not last long: they are not substantial. The jarring on the road often splits the balls, and, as we have learnt, sometimes causes serious accidents. Nor are they cheap, but they are dangerous, cumbersome, complicated, and costly. They have, however, three good qualities, but not bearing qualities, viz.: lubricating, in the way of holding a considerable quantity of oil, adjustability and tightness — that is, retaining the oil and not allowing it to leak out between the crank and journal, and also down the hub, as the parallel bearings do. But what are bearings for? Are they oil reservoirs for storing oil and keeping it from leaking out; or a friction accumulator, intended to accumulate friction by squeezing them more tightly on to the surfaces they are bearing against? No; bearings are for taking up friction and reducing it to as little as possible. In connection with the bearing, however, we want, in order to retain its good bearing qualities, something to protect it, as much as possible, from wear, viz.: lubrication, keeping out of dust, rigidity, and, for convenience sake, cleanliness, — the prevention of oil from running out and making a mess; also, for the same reason, interchangeability of parts, renewable for wear. In short, we want a bearing in connection with the bicycle that will reduce, as much as possible, the labor given to its rider by friction, or any other cause; and, moreover, one that will not be the cause of serious accidents. Then, as we cannot find these qualities in the ball bearing, let us look to the sliding or parallel bearing and see what we can find in it; let us see if we can find in it that which constitutes a good bearing, by referring to the requirements above of such. As I have said before, a parallel bearing, as fitted to the bicycle, consists of a long, case-hardened, highly polished steel tube, fitting the journal very closely, but not so close as to prevent revolving easily. This is to get the interior of the steel tube or upper bearing surface the same circumference as the lower, or as near as possible to that of the lower bearing surface on the axle. Now, if these two mentioned surfaces were of the same circumference, a vertical pressure being given to the upper surface or tube, which we will now suppose to be bearing on the lower, the pressure will be diffused over the upper surfaces of each to within half of their diameter, of course, at right angles to the pressure; and the underneath parts diametrically opposite to that of the pressure would be slack,

or would have no pressure. Now if it were practical to have both upper and lower bearing surfaces the same circumference, there would be no indentation on the circular surfaces whatever, save a tendency to compass the metal and make a smaller circle. But if the upper and lower bearings were of the same circumference, or nearly so, so that when putting the upper one, or case-hardened steel tube, over the axle or lower one there would be no perceptible difference in circumference, the compression which took place in the other case would here be practically the same. But in order to do justice let us analyze the parallel bearing, and see if we can find any jamming or hard running qualities in it. Assume that a bicycle is fitted with a parallel bearing already described; place a weight on a bicycle so as to exert a pressure on the bearing surfaces. Now, on account of them following each other so closely through their entire circumference, any movement of depression on the upper or fixed bearing surface would be immediately arrested by other parts of the same coming in contact with other parts of the lower, which would have the same movement or tendency of depression as the upper bearing surface, consequently any movement of depression on the lower or movable bearing surface would be arrested likewise. So, finding that the movement of depression is arrested by other parts of the bearing taking the pressure, there is no sinking of one surface into the other, such as is caused by the small wedging point of the ball in ball bearings; or, in other words, a small spherical hard ball touching at a point or very small surface; and, as further seen by their wear, that this little surface sunk into the lower rolling plane.

Of course there would be no flattening of the balls as they revolve, on account of their being solid steel throughout, and as hard as their lower surfaces, and also by the small amount of *mo-*

mentum they require to give them a complete revolution: consequently the ball is continually kept almost circular; but the points of rest, or rather that part of the bearing surface between a ball and a ball in front of it is not depressed, and thus the jamming or wedging of each ball between those parts of course takes place continually as the balls are revolving. If, however, any depression was caused in the parallel bearing, it is easily seen, by the facts above shown, there would be no jamming, and further, on account of a corresponding slackness taking place opposite to that of the pressure, which is not the case in a ball bearing, on account of the pressure being as great on the top and underneath part of the ball, which slackness would allow the lower surface to slide around in the same instead of jamming it or holding it there; and, if properly oiled, there is little or no rubbing or friction, for the intervening oil actually takes unto itself nearly all the wear. I have had a pair of these bearings on my bicycle, which is a D. H. F. Premier, ever since the first of last May, running over all kinds of rough and bumpy roads, and indeed have subjected it to a great quantity of hard usage, using it continually for business purposes as well as pleasure. So far, however, the wear is not perceptible, and I have tried a good many bicycles, and find none to run as easy as my own, except some other Premiers and Tangents, which have the same bearings; and in fact every one who tries my machine finds it the same as I do. Having found in parallel bearings the easy running qualities, which are all that is required relative to a bearing, we must now see whether it has any retaining qualities, or if it possesses the property of maintaining its good bearing qualities. On investigation, we find in some ways that it has one of the most principal things, viz.: the prevention of dust entering the bearing, or getting between the two surfaces, which, on account

of being so full of particles of hard substances, would otherwise, of course, cut the bearing, and so increase the friction. So then the parallel bearing is dust-proof. We also find that it is made very long, so that it bears on long uniform lines, instead of small broken points. This, of course, gives rigidity; another great thing being the extra distribution of friction by the long bearing. On further investigation, by referring to what we have said of the constituents of a good bearing, we find that the parallel needs lubricating to a greater extent than the ball, which is very troublesome, especially in a race of any distance, having to oil up too frequently. Further adjustability of parts, or better interchangeability of the bearings, which cannot be done with the present parallel bearing, for the reason that when the lower bearing surface becomes worn, on account of its being the axle itself, it cannot of course be very well substituted for another and a smaller upper bearing; or, in other words, the steel tube could not be put on because that part to which the crank is fitted is not worn, and is consequently thicker than the part that is worn. Another great inconvenience in the parallel bearings is, that in a great many cases the oil leaks out, as I have already said, between the cranks, etc., making a mess, and causing a fine nickle-plated machine to have a dirty appearance.

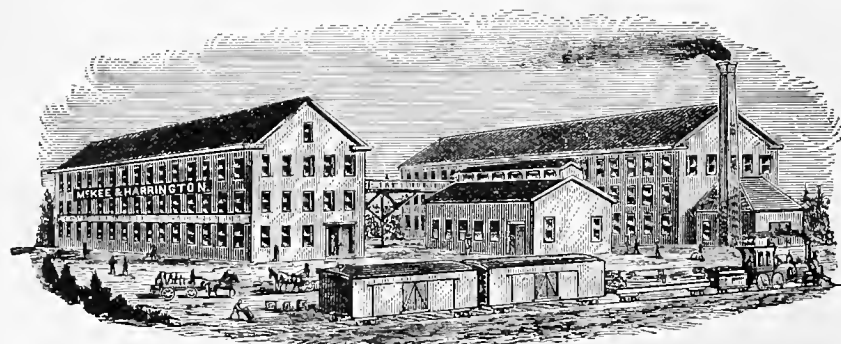
So then, we find all that is needing to the parallel bearing to make it a perfect one is interchangeability for wear, proof against the leaking of oil, handiness in oiling, and self-lubrication. Having all these qualities added to the parallel bearing, we will then have one for the bicycle, effective and simple throughout. — *Correspondence of Cyclist.*

THE "Wheel Publishing Company" has changed its firm name to Oliver & Jenkins, and they will start the publication of a new paper in April, called the

To Manufacturers and Importers!

FOR SALE. A complete copy of the testimony used by McKee & Harrington in their suit with the Pope Mfg. Co., showing the so-called Crank Patent to be public property, and in use on the stage and streets of New York and Philadelphia in 1863, with names and present addresses of impeached witnesses. Also, information obtained in Paris concerning the actual inventor of the Crank Velocipede, by whom Lallienet was employed in 1865. Together with the result of expert examinations of the minor patents, showing by the records full anticipation or means to avoid infringing them in the manufacture of first-class bicycles. For particulars address

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Amateur Athlete, devoted to all branches of amateur sports and pastimes. The paper will also be the official organ of the N. A. A. A.

THE Cincinnati *Times-Star*, which has a column or two on wheel matters every Friday, thus speaks of Secretary Frank M. Smith, of the Portsmouth (Ohio) Bicycle Club: "Mr. Smith had the misfortune to be shot in his left knee during the late war, and he still suffers from the wound to such an extent as to prevent him from making a mount in the usual manner, so he is obliged to place his right foot upon the step and swing up onto the saddle without starting the machine, meanwhile grasping the handle bar with his left hand—a very difficult feat. After he has seated himself in the saddle he bears down on the pedal and off he goes. All this is done with great rapidity, of course, and greatly amused the local bicyclers, who will now be attempting to do likewise, merely as an accomplishment."

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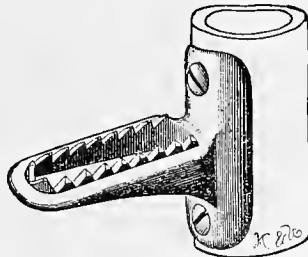
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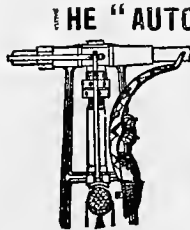
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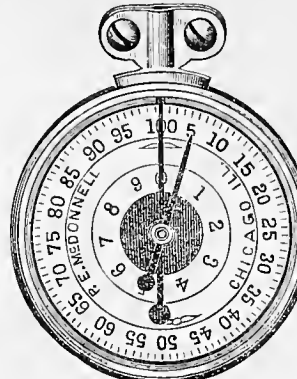
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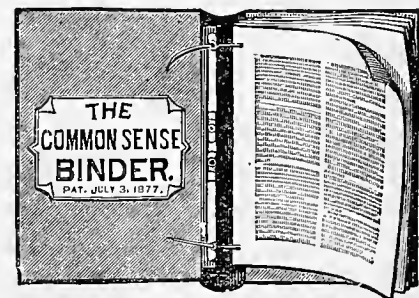
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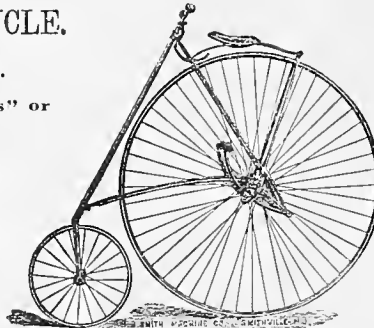
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⚡ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

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Number 17.

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SPECIAL NUMBER

OF THE

BICYCLING WORLD

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All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 2 MARCH, 1883.

TRACK MEASUREMENT.

THE recommendation of the Racing Board that bicycle tracks shall be measured eighteen inches from the pole will, without doubt, receive the attention of the Board of Officers at its next meeting. We think a change from the present rule will be a mistake. It is important that our racing men should ride the full distance, no more, no less. If they ride inside the distance the record is not good; if they go more it is an injustice to the rider, and we have no good idea of his capabilities. We would like to see the English records equalled or lowered by our own men, but we want them done so honestly. To allow them to do so, we must have our tracks so measured that the same distances will be ridden. On a question of this kind, the opinions of racing men are the best, as they are founded on experience. In view of this fact we addressed letters to prominent racing men, and received many replies. Mr. Prince, whose experience as a racing man, in this country and in England,

entitles his opinion to be received with attention, says:—

"It would be a great mistake to change the standard of measurement of bicycle tracks from three feet to eighteen inches. Bicycle tracks are built either four, five, six, or even more laps to the mile; the curves are necessarily sharp, and no rider can ride within a line drawn three feet from the pole if he is going at a reasonable pace. I call 3m. 15s to the mile a reasonable pace. On a mile track it makes little difference where the line is drawn, for there are few curves, and it is at the curves only that the line is of any effect. The distance on the straight is the same no matter where the line may be drawn. On the Institute track (five laps) a fast rider will run at least four feet and often five feet from the pole. In my races with Frye I averaged four feet from the pole, and when we were neck and neck I was nine feet. Riding eighteen inches from the pole will bring the pedal ten inches and the handle bar four inches from the fence, if there is any."

Mr. Prince is sustained by Lewis T. Frye, whose experience as a racer is not confined to one track, but who has ridden on all the paths within fifty miles of Boston, who writes:—

"If you want your fast men to get good and fair records they must not be obliged to run over a mile. If a track is measured eighteen inches from the pole the distance will be exceeded in every well-contested race where a record is likely to be broken under fair conditions. In my races with Prince, at the Institute, I ran not less than four feet from the pole on an average. It is nonsense to suppose that a man can go around a curve eighteen inches or less distant from the curb. It would not be safe on a track where there was no fence. The line should not be less than three feet. If the League make it less they will make a mistake."

L. H. Johnson, who has probably sampled more tracks than any other man in America, favors the three-foot rule. He refers to his experience on tracks of various shapes, sizes, and surfaces, none of which were properly sloped at the turns to allow of fast riding, which fact is of importance, inasmuch that it shows conclusively that we cannot compare our tracks with those of England, where the slope is as carefully considered as any part of track construction. To quote from his letter:—

"If all tracks were properly made, right size, surface, shape, and grades, any man with good control of his machine could drive upon them at top speed without exceeding the two feet from the pole line. The faster a wheel runs the steadier and straighter will be its path, provided there are no deviating tendencies in the shape of sharp, flat, or otherwise illy-constructed curves. But unfortunately for us these good tracks, with one or two exceptions, are all over the water. The exceptions I have found are the Attleboro' and Worcester half-mile trotting tracks, whose size, surfaces, and curves permit of very fast riding close to the pole; but the high fence at this point effectually prevents wheelmen from taking advantage of these good points. Our courses must be either crawled around or ridden wide, and the latter alternative is usually chosen. The result is that very few wheelmen succeed in riding inside the three-foot line and winning. The wisest ones take the corners wide (and, of course, run down the straights at the same distance from the pole) and trust to speed with increased safety from falling to make up for the extra distance run. I should not hesitate then to advocate strongly the three-foot rule for our tracks as now constructed, believing that the general adoption of such a measurement upon them would result in better records and few accidents. When our racing paths begin to approach in excellence those of our English cousins it will be well to consider a lesser measurement."

In addition to those quoted, we have letters of the same tenor from Thomas Harrison, Edward Burnham, A. D. Clafin, H. D. Corey, and W. T. Franke. We have received letters from Charles H. Jenkins, R. P. Ahl, and G. M. Hendee, expressing themselves as in favor of

a two-foot standard. These three gentlemen are all fast riders, but lack that experience on different grades of tracks necessary to make their opinions valuable. Two only, of all our correspondents, say eighteen inches. Mr. Gideon, who is a member of the Racing Board, says he can keep within that distance, and Mr. Pitman says the same. The latter gentleman writes:—

"My idea has always been it should be measured eighteen inches from pole, for this reason: all proper athletic racing tracks are measured eighteen inches from the pole, and all bicycle races should be held on such tracks even though it is not possible for contestants to keep within the eighteen-inch line."

With all due regard for Mr. Pitman's opinion, we must take exception to his reasons for advocating the eighteen-inch measurement. Because walking matches are held on eighteen-inch tracks is no reason why bicycle races should be. It would be as sound an argument that all bicycle tracks should be built of sawdust, because sawdust has been found very good for foot runners. Why don't some one advocate the abolishment of the League, so that we may go over in a body to the athletic associations.

We have been working five years to advance the interests of bicycling as a distinct and peculiar sport, and when our national organization takes a stand the only argument advanced is that athletes don't do as we do. If the rule which we have adopted is right, and we have no doubt it is, what do we need to care whether the foot runners and walkers agree with us or not. Many of our correspondents refer to the fact that it makes little difference, on long lap tracks where the line is drawn (and a goodly number of our races are held on trotting tracks). This is shown in the case of the Springfield track, where the difference in length between a two-foot and a three-foot line was but three feet nine inches to the mile. If a circular track of four laps to the mile be measured eighteen inches from the inner edge, and if the rider averages three feet from the pole, he would ride fifty feet over the mile; if on a five-lap track he would ride sixty-two feet over the mile; all of which tends to show that, if we race on trotting tracks it makes but little difference where the line is drawn, and if we race on athletic tracks, which are invariably so small that we cannot ride close to the edge, we should keep a measurement which, in the opinion of those best able to judge, is fair.

Mr. Pitman would have the eighteen-inch rule adopted, even though "it is not

possible for contestants to keep within the eighteen-inch line."

In other words, we should not consider whether our racing men are to run over the distance or not, but should adopt blindly a rule evidently unfair to our sport, call it a mile, and time for a mile, whether a mile be ridden or not. Is this carrying out the progressive policy which has made bicycling the sport it is?

A contemporary has quoted Mr. Sturme to the effect that in England bicycle tracks are measured two feet, and yet the Wolverhampton track, on which all the principal professional bicycle races are held, and which was built solely for such racing, is measured three feet from the pole. We print the following letter, received from Mr. Atkinson, of the *Sporting Life*, taking exception, however, to his argument that we should adopt the athletic standard:—

"The Wolverhampton track is five and a half laps to the mile, measured three feet from the turf, and is oval or egg shaped. It is generally considered, however, for circular tracks (the shape of a wheel) that the measurement should be made one foot from the inner edge. The tracks at the Crystal Palace, Cambridge University, Oxford University, Stamford Bridge Surbiton, etc., are measured in this manner, as are all tracks for pedestrian matches in England. As most of the bicycle racing takes place on pedestrian tracks, it is thought best to adopt the same system of measurement for bicycle paths, though, of course, bicyclists cannot run so close to the inner edge, and also lose a bit at each of the corners by taking a wide sweep."

Such arguments are perfectly absurd, as the only object in measuring tracks at all is to obtain, as nearly as possible, accurate distances. We leave this subject to the consideration of the full board, believing that they will see the wisdom of adhering to the standard which they have adopted.

The Stanley Show. II.

Specially reported for the BICYCLING WORLD.

DURING the week the Stanley show has been visited by many of the nobility resident in the western districts, and the class of the attendance has been such as to give a decided "lift" to the sport, which in other exhibitions has only found for spectators the roughs of the purlieus of London; so on this point the club are to be heartily congratulated. H. R. H. the Duke of Cambridge has been twice in the show, whilst Viscount Bury has been an almost daily visitor, inspecting the Bicycle Touring Club uniform, and expressing to the editors of the *Cyclist* and *Tricyclist* his approval of its style and material. The aide-de-camp to the Viceroy of India was also a visitor on several occasions, whilst yet another official high up in the postal service was walking about with a large order for tricycles to be used in India by the barracks postmen, so the show of the Stanley Club received its full share of "official" patronage. To turn to the exhibits. As we said in a former contribution, the tide has set for lighter machines

in both branches of our sport, and some of the racers shown were marvels in this line; thus the invincible people, the Surrey Machinist Company, had a racer weighing seventeen and three-quarter pounds, as certified by the official scalesman of the club. As the machine was a by no means ill-looking 52, we consider that that is light enough for anything. Although, perhaps, I should not like to have ridden the machine myself, yet I doubt not that with careful use it might have carried a light man to victory in a race. Humber's racers I mentioned in my previous letter, but they looked gorgeous specimens, and were all made for good men and true, so I expect to see Humber as hitherto at the head of the list as a constructor of racers. Though his machines have not as yet reached that extreme point of tenuity as to weigh so exceedingly light, yet they have one quality which is ample answer to that point. It is that they are to be fully trusted, and have been thoroughly tried by many of our foremost riders, Messrs. Hillier, Milner, Liles, Buckley, and Adam. It is the adoption by such men as these, of the machines in question, which gains for them the favor which they possess, whilst the fact that Mr. F. Cooper, the professional one-mile championship winner on many occasions, watches over the interests of the firm in London is a guarantee that the machines at any rate have a practical glance cast over them before they make their *debut* on the path. Bown, the bearing man, showed no very startling novelties, if we except some very good "standard pattern" ball pedals, which, though costly as compared with ordinary plain bearing pedals, have this advantage, that they can scarcely be worn out, and are thus practically everlasting. The racing pedals are very light; too light, perhaps, for some of our hard-pushing riders, as they go inside the pound the pair. Singer, amongst his other exhibits, showed a novelty in three-wheelers, called the Traveller, a machine much on the lines of the Humber, but with this difference: the hind wheel steered as the front ones. I could not see any distinct advantage in this, as the steering of a Humber tricycle is accurate and quick enough in all conscience, and it seems like gilding refined gold to make the machine a double driving, double steering front and rear steerer. However, perhaps Singer will make it a success, for with the enterprise which distinguishes this firm, he may push it to the front. Lamplugh & Brown, the "only" saddle makers, were well to the fore with a capital exhibit of saddles and bags. Nothing of very startling novelty was shown, but the firm showed a determination to keep in the front rank. The long-distance saddle has found much favor, and is now beautifully made; in fact, it seems scarcely open to improvement. The developments in this line, as in most others, were made in the direction of novel bags, and fittings for use on the tricycle; the carriers of stout wire, which

will hold anything, from a Saturday-to-Monday bag to a Gladstone or portmanteau. Some large-sized saddles for stout men were also worthy of commendation, as they were not so absurdly wide in the peak as some of those of other firms. They were nearly as small as an ordinary saddle for a bicycle, and thus make a very comfortable seat. The use of the seat proper on the tricycle is slowly but surely declining. Even our lady riders use the saddle, which is by no means an unfeminine seat, and adds greatly to their powers of endurance up hill and in long trips. In fact, if a lady rides for three months, in nine cases out of ten she is found to take to a saddle. The old established firm of Hydes & Wigfull had an improved bicycle on their stall which was the development of an idea which was shown in its crude state at the Agricultural Hall in 1882. It is fitted with ball bearings throughout, *including the head*. This is very neatly fitted with two rolls of balls, and seems as stout and steady as is required. It is a neat but somewhat heavy machine, and would, I should fancy, be a very good one for American use, as the head-fitting allows of practically everlasting adjustment. The old-fashioned round forks have now been discarded, and a very stout but well-shaped flat fork substituted. Andrews was to the fore with a number of well-built machines, over which Mr. C. A. Palmer was presiding. One machine was made for Mr. S. T. Clark, of Baltimore, whilst an extraordinarily light racer, weighing only nineteen and a half pounds, attracted a good deal of attention. The little Facile, which did such great things last autumn, was on view, together with some of its improved relatives; the identical machine on which Mr. Snook rode two hundred and fourteen and a half miles inside twenty-four hours, on the Bath road, being on view. The Facile, if fitted with an Arab cradle spring, is a wonderful machine for "knocking about," and is as "safe as houses," so that in the dark one does not go in fear of going a header over a stone every moment, whilst the action is very easy when once it has been learnt. Of course it is different to that of the rotary bicycle, but still there is no reason why it should not prove as comfortable, whilst any one who has seen Mr. Boothroyd, the indefatigable agent, on the road, will admit its powers are by no means contemptible. We remember that when Mr. Snook performed the feat above noted he had not been twenty miles on the machine, which he borrowed from a friend. We must at once recognize the value of the machine to those who are weak or nervous on the taller mount. Hillman, Herbert & Co.'s new departure in racers I think I spoke of in my last. Suffice it to say that the Premier racing bicycle looks like business from head to hind wheel. It has a very simple model of short, neat curves, hind wheel small, but not *too* small, front wheel well brought up to backbone, no draught between the wheels to retard the speed,

hollow rims are fitted with threaded spokes through light hub flanges, the axle being a hollow one of considerable diameter, which makes the centre of the wheel look sadly crowded and heavy until one recognizes the lightness of the machine by lifting it. The spring is a short one, the handle-bar hollow and cow horned, and the whole finished, as are all the exhibits of the firm, with Harrington's enamel. The bicycles by this firm are also in their roadster form capital machines, particularly the popular Premier, which daily grows in popular favor. Bayliss, Thomas & Co. have a fine exhibit, the feature being the new Victor bicycle. It is a capital machine, of the type known as the Harvard, but considerably improved since last season. The spring now cushions on rubber, and thus to a great extent breaks the jar, a point which has been worked by a good makers, but which has hitherto been arrived at by somewhat complicated arrangements. The Stanley heads and ball bearings are also new features in some of this firm's exhibits, which are well up to the standard. In the tricycle department there is to be seen a celebrated post-office tricycle, which is used in many rural districts to collect the letters from outlying villages, and also the Excelsior, on which a certain advertising tobacconist in the midlands claims on somewhat shadowy grounds to have ridden one hundred and ninety-one miles inside the twenty-four hours. The record, however, wants confirmation, and in well-informed circles Mr. Marriott's Humber record of one hundred and eighty miles in the same time, carefully authenticated by Mr. A. Bird, of Birmingham, generally finds acceptance.

Ice Cycling.

FRIDAY morning, the ninth day of February, I wheeled my machine down to the river shore, and soon was in the saddle and spinning over the smooth, slippery foundation. The exercise was of the most exhilarative nature. The power of propulsion was reduced to a degree seemingly of nonentity, on account of the evenness of the road-bed. The many toilers after piscatory prizes, who were busily employed with their nets, looked with wonderment at the strange vehicle. Inhabitants along the riverside called to each other to look at that 'air thing going up the river. Skaters all wanted to have a trial of speed, but, having too much respect for the different members of my body to risk a mishap that perchance might happen by undertaking too quick a motion, I jogged along at about an eight-mile-an-hour pace, and soon found myself opposite the village of Peekskill. I concluded to make that place a visit; crossed the river, and called on Consul Hill, but, having no time to lose, soon was again speeding along under the shade of Anthony's Nose and Dunderberg. These rugged mountains were soon left behind. Crossing the river at different times to avoid air holes

which could be distinctly seen on account of being so highly placed, soon was gliding by the frowning ramparts of West Point erudite(?) heights. Cold Spring church steeples came to view. At this place a laborer of Celtic origin working on the railway was heard to say to his companion, "Faith, and look at that menagerie; be jabers, that's foine; see him scud." Returning their salutation, inquired if they would ride; the answer came, "Troth, we are not ready yet to be waked."

Newburgh now looms up in the distance. Many ice boats are skimming the frozen surface, hands are waved, but, for fear of losing equilibrium, did not return greetings otherwise than bowing. Coming to the wharf I was soon surrounded by an inquisitive crowd. Where did you come from? Can you ride on ice? Did you have any tumbles? were the questions asked. Answering their inquiries, once more stepped on terra firma and sought refreshments, satisfying the inner man; soon was returning homeward. As old Sol was getting low in the west, and the Highlands was considered dangerous to pass after nightfall, after riding eight miles I went on shore at Cold Spring, and concluded the trip by rail, having ridden thirty-five miles, and claiming to be the pioneer ice bicyclist of the Hudson. Now as to the feasibility of such trips, some may say, did you not have any falls? None are indited. Yet yes! I had two, both in consequence of trying to turn short. After finding the impracticability of this I dismounted or took a large circuit in turning. Twenty-seven miles of the distance was made without an accident, and as advice to others will state that great care is required in dismounting. My manner was the way denoted as the pedal, but an even pressure must be applied to the handle-bars; if not the machine will slip, and consequently you will probably not alight on your feet. I know of no reason why club runs of this nature cannot be held, and, for one, will endeavor some time in the future to enjoy the bracing, health-giving air of the Highlands of the Hudson in a like manner.

A CORTLANDT WHEELMAN.

VERPLANCK, N. Y., 11 February, 1883.

MANY bicyclists are of the opinion that riding upon ice is excessively dangerous, and that none but fools will try it a second time. My experience is different. The one essential thing to make ice riding reasonably safe is for the rider to sit *as close to the head* as possible. The further one sits from the head the greater the liability to the surprisingly sudden sidewise fall peculiar to ice riding. The explanation is that in turning, or wobbling, the centre of gravity of a rider sitting back from the head is considerably to one side of a line drawn between the two points where the wheels rest on the ice. Hence, the small wheel is very apt to shoot suddenly over to the oppo-

site side, and the rider strikes the ice on his funny-bone, with the most amazing celerity. But by sitting right up to the head the centre of gravity is almost over the front wheel, and, there being very little weight on the rear wheel, its tendency to shoot off sideways is almost entirely removed. A squad of our local riders a few evenings since, gave an exhibition of bicycle club drill upon ice, at a skating carnival, and by following the above simple rule were enabled to go through their manoeuvres with about as much confidence and precision as if upon an asphalt floor. I regard ice riding, upon a river or lake, under favorable circumstances, as by all odds the most enjoyable form of bicycling. One flies along almost without effort, at a speed unknown on the road, while the absolute absence of jar and noise, when on smooth ice, is an entirely new and delightful sensation.

LONDON, ONT.

THAMES.

Tour Through Canada.

THE Chicago Club, ever awake and up to something new, has voted to take a long midsummer tour through Canada, occupying the first ten days of July. The plan is to leave Chicago on the 5.15 train of the Michigan Central, Saturday afternoon, 30 June, arriving at Ann Arbor, Mich., at four o'clock Sunday morning. From Ann Arbor, Mich., the trip will be made to Detroit, thirty-five miles, on wheel. Leaving Detroit Monday morning, the direct road through Canada will be taken, leading along the line of the Canada Southern Railway to St. Thomas, one hundred and sixteen miles from Detroit. Thence fifteen miles north to London, where an opportunity will be given to those who desire to take a spin up to Goderich, on Lake Huron, fifty miles north. From thence the course will be along the line of the Grand Trunk Railway to Hamilton, Niagara Falls, and Buffalo, and here the tour for which positive preparations will be made will end. It is the intention, if agreeable, to carry it down as far as Dunkirk, and possibly Erie, along the shore of Lake Erie, but this may take up more time than the majority may wish to devote to the tour. The return will be by boat to Detroit, and cars to Chicago. Ten days will be the time set for the journey from Detroit to Buffalo, which will make the average wheeling under twenty-five miles per day. The roads taken in on the tour are the finest in the country, and scenery and objects of interest the most attractive. The Chicago Club, with great generosity, issues a general invitation to wheelmen to join in the tour. L. W. Conkling, 180 Madison Street, Chicago, will furnish any information as to expenses, etc.

The example set by the Chicago Club is a good one, and worthy of emulation by other clubs. The best use the bicycle can be put to is for making tours and extended runs, and those who merely potter about our city streets know nothing of the real pleasures of the wheel.

RACES

The Twenty-second in Boston.

THE RECORD BROKEN.

FIFTEEN hundred people, many of whom were ladies, assembled at the Institute Fair Building, 22 February, to witness the bicycle races which had been announced to take place. In spite of the coldness of the building, and the tediousness of some of the events, the spectators stayed to the end. The race for boys under twelve years of age was an uninteresting event, as such usually are, and should not have found a place on the programme. The second race, for the championship of the Bay State Wheel Club, was a mere procession, Mr. Miller, the winner of the first race, playing with his opponent. There was interlarded a mile walk, being one of the unfinished events of the Union Athletic Club games. Two scantily clad athletes walked around the track as unconcernedly as if in their dressing-room, to the evident disgust of a large number of those present. Some interest was felt in the five-mile professional race between Young and Wilson, for a purse of \$50, but after the first lap the interest flagged, as Young took the lead from the start, and continued to gain until he had lapped his opponent. Wilson rode in better form than ever before, and, with a little more training, will be a good man. The remaining events were exciting, and more than made up for the slowness of the others. In the first heat of the one-mile amateur race E. Burnham took the lead, and held it to the finish, closely followed by S. S. Mott and H. M. Sabin, the latter, after a close struggle, passing under the wire second. The second heat was a repetition of the first. Burnham took the lead, with Sabin second, and Mott third, and held it until the last lap, when, amid much excitement, Sabin went to the front. Burnham, however, by hard spurring, gradually overtook him, and, after a neck and neck race, won by about six inches. This race was by far the best of the afternoon. The two-mile amateur race for those who never won a prize brought to the scratch F. G. Lord, James Hughes, S. L. Howes, C. A. Owen, P. L. Aubin, F. Morris, F. F. Seavey, and R. A. Neilson. The latter went to the front early in the race, and held the lead to the end, gradually increasing it. The others kept pretty well together, with Morris leading, a position he held, passing over the scratch amid the cheers of the spectators, who were much excited. Neilson was protested on account of being a professional; the protest was allowed, and the first prize awarded to Morris, Seavey taking second place. The final, and one of the most interesting events, was an exhibition run by John S. Prince, who announced his intention of beating the best American amateur and professional records. The records were as follows: Amateur, 6m. 14s., made by Frank Moore,

the amateur one and five-mile champion of England; professional, 6m. 26s., made by Lewis T. Frye, of Marlboro', Mass. As Mr. Prince came the mark, clad in a new and becoming costume, he was greeted with a burst of applause. At the report of the pistol he was off, making the first lap (one-fifth mile) in 37s.; the second lap was a bit faster, being covered in 34s. He continued on at an excellent pace, covering the first mile in 2m. 59s. The second mile was somewhat slower, being covered in 3m. 12½s., making the total 6m. 11½s., which is now the professional record for two miles. The one-mile professional record was also broken. E. Burnham acted as pace maker.

SUMMARY.

One-mile amateur, best two in three:—
First heat, E. Burnham (1), H. M. Sabin (2), S. S. Mott (3); won by a couple of yards; time, 3m. 10½s., 3m. 11s.

Second heat: E. Burnham (1), H. M. Sabin (2), S. S. Mott (3); won by six inches; time, 3m. 16½s.

Two-mile amateur, for riders who never won a prize:—

F. Morris (1), F. Seavey (2); won by a few yards; time, 7m. 4½s., 7m. 6½s.

Five-mile professional: C. J. Young (1), J. W. Wilson (2); won by a lap; time, 16m. 35s. Wilson did not finish.

One-mile handicap for boys under twelve years of age: E. H. Logwood (eight years), scratch; C. Wilson (six years), one hundred yards, poor handicapping; a walk-over for Logwood; time, 5m. 2½s.

Five-mile championship of Bay State Wheel Club: F. R. Miller (1), Wm. Baker (2); won by a lap; time, 20m. 8s., 21m. 15s.

Two-mile exhibition run against time by John S. Prince:—

First mile in 2m. 59s.; second mile, 3m. 12½s.; total, 6m. 11½s.

The races were under the following excellent management: Judges, C. S. Howard, A. D. Handy; referee, E. E. Merrill; timers, A. L. Estabrook, W. J. Walsh, J. G. Lathrop; starter, F. B. Carpenter; scorers, A. L. Flocken, A. H. Forbush, W. P. Haskell; clerks of the course, A. L. Atkins, H. D. Corey, J. F. McClure. Gold and silver medals were awarded to the winners of the amateur races.

CINCINNATI, 22 FEBRUARY.—The fourth heat of the long-distance championship of the Cincinnati Club was run to-night, at Power Hall. Mr. Reed did not enter, on account of a sprained wrist, the result of a fall in the last race. Mr. Landy's machine had been so tightly adjusted that he was obliged to change in the twelfth mile, which caused him to lose nearly a lap. Track ten laps to the mile. Result:—

	Miles.	Laps.
Wright.....	26	1
Landy.....	26	..
Hall.....	24	9

THE tournament of Northwestern bicyclists at the Exposition Building, Chicago, 22 February, attracted a large number of spectators. The three-mile handicap was won by J. R. W. Sargent, in 10.35½. Charles O. Jenkins, of Louisville, won the half-mile dash in 1.35½; Jenkins also won the five-mile race in 17.41½. The ten-mile race between Will. Franke, of Louisville, and Jenkins was declared a tie.

WHEEL CLUB DOINGS

THE Citizens and Ixions are very anxious to have the League Meet in New York.

THE Massachusetts Club have several members who ride trikes. Several other clubs are in a like condition, which shows that the three-wheeler has come to stay.

THE Buffalo Club talk of adopting a new uniform.

SOME of the Germantown men have invested in a "Sociable" trike.

THE Boston Ramblers are talking of holding their first annual dinner shortly.

THE Bostons think that a ladies' night will be "the correct thing" to wind up the dull season with.

THE Star Wheel Club have re-elected their officers. Geo. L. Hayes, East Rochester, N. H., is secretary.

THE Chicago Bicycle Club will start 1 July for a tour through Canada. L. W. Conkling, Frank E. Yates, and B. B. Ayers have the matter in charge.

THE Illinois Bicycle Club, of Alton, Ill., have elected the following officers: President, S. B. Lowery; secretary and treasurer, Daniel Whitney; captain, F. W. Billings.

C. A. HAZLETT has resigned the captaincy of the Rockinghams on account of new business engagements.

THE Chicago boys are trying to run up a record, so as to capture the medal which the Chicago Club give to the member who has the best mileage record.

THE Chicago Bicycle Club has voted to have a perpetual challenge five-mile medal, open to all members, valued at \$50. The loser of every race must add a bar, with inscription of when raced for and by whom won. The medal can be raced for every thirty days, if wanted.

THE Lowell Bicycle Club have elected the following officers: President, Paul Butler; captain, F. A. Fielding; lieutenant, Edward Ellingwood; secretary, Henry Dunlap; treasurer, W. N. Sawyer; buglers, J. C. Ayer and R. H. Duckworth.

THE Springfield Club takes the lead in getting up programmes for their events. The one of their entertainment on the 22d is a beautiful specimen of the printer's art.

THE Star Bicycle Club, of Lynn, at their semi-annual meeting, on Tuesday of last week, elected the following officers: President, Frank S. Winship; vice-president, Will E. Smith; secretary, W. H. Pevear; treasurer, Walter O. Faulkner; captain, Frank J. Faulkner; first lieutenant, F. S. Winship; second lieutenant, Frank Goodwin.

THE Marbleheaders dedicated their club rooms 21 February. The Hawthornes, of Salem, came out strong on that occasion, with twenty-two men.

MONDAY, 19 February, the Columbia Bicycle Club held its annual meeting, and elected the following officers: President, Thomas Bell; vice-president, Oscar Hamlin; secretary and treasurer, E. C. Stanley; captain, Walter B. Ballou; first lieutenant, W. E. Lull; second lieutenant, Charles Moore; guide, Will C. Ames; buglers, H. K. Sturdy and Oscar Hamlin; executive committee, Thomas Bell, E. C. Stanley, L. T. Jones.

THE Kentucky Bicycle Club gave an entertainment at the Exposition Rink, Friday evening, 23 February, which brought out a large crowd and proved very attractive. The main feature was the race between Louisville, Chicago, and Cincinnati, a dash of five miles. The race was won by Newton Crawford, of Louisville, in a little over eighteen minutes. Mr. W. R. Crawford, who was entered from Chicago, has made the same distance in sixteen minutes and seven seconds, and Friday night he showed himself the fastest rider, but fell twice, breaking his machine, and had to withdraw from the contest. Cincinnati was never in the race.

THE Ramblers have a club run tomorrow.

NEARLY a dozen members of the K. C. W. enjoyed a run on Washington's Birthday through Prospect Park and back over the Boulevard.

THE Stoneham Bicycle Club, at their third annual meeting, 19 February, elected the following officers: President, Homer C. Hay; Captain, Chas. O. Tay; sub-captain, Harry Hersam; treasurer, H. S. Drew; secretary, Frank H. Messer; club committee, president, and captain *ex-officio*, and Milton S. Smith. The secretary informs us that the club is in good condition.

FIXTURES.

Saturday, 3 March:
Citizens' Bicycle Club, musical evening.
Boston Ramblers, first club run.

Tuesday, 6 March:
Springfield Bicycle Club annual meeting.
Massachusetts Bicycle Club monthly meeting.

Wednesday, 7 March:
Boston Bicycle Club monthly meeting.
B. T. C. meeting to nominate consul for Massachusetts.

Friday, 9 March:
Columbia Bicycle Club, ball at Wamsutta Opera House, Attleboro', Mass.

Saturday, 10 March:
Woodside and Morgan 25-mile race, Industrial Hall, Philadelphia.

Monday, 12 March:
Maryland Bicycle Club, annual election of officers, etc.

Wednesday, 14 March:
Maryland Bicycle Club, first annual dinner.

Thursday, 15 March:
Pennsylvania Bicycle Club, sociable.

Friday, 16 March:
First annual ball Greenfield Wheel Club.

Saturday, 17 March:
Annual meeting Kings County Wheelmen.

Wednesday, 23 May:
Harvard Bicycle Club race meeting at Beacon Park.

Sunday, 1 July:
Chicago Bicycle Club starts from Ann Arbor on Canadian tour.

The Springfield's Ball.

(SPECIAL.)

THIS club has had the most phenomenal success in all its undertakings, and scored another victory Thursday evening, 22 February, the occasion being its first exhibition and ball. The hall was elegantly decorated and furnished with electric lights. The programme was an elaborate affair, with a *fac-simile* of the club's badge beautifully embossed on the cover in silver, gold, and red. Promptly at eight o'clock Little's band began their concert, and sixteen members of the club made their appearance on wheels. After riding round the hall George Nash rode into the centre and sat still, balanced on his machine, while the club continued to ride. Prof. Wilmot next gave an exhibition of "Peter Smith" learning to ride, which contained considerable ground and lofty tumbling. The double-riding by Whipple and Dumbleton came next, and they certainly did themselves credit. Next came the exhibition on the Star machine by Burt Pressey, which, by the way, was his first in New England. He performed some difficult feats, among them that of jumping over his machine. The following exhibition was to be the event of the evening; and as George Hendee rode into the hall with his new suit and his breast covered with badges, shout after shout greeted him. After performing a number of brilliant feats, such as riding without touching his hands to the handles, mounting and dismounting, standing still with arms folded, and riding on one wheel, President Ducker announced that Mr. Hendee would next ride the large wheel with no support, the small wheel and saddle having both been taken off. When he vaulted onto the pedals and rode around the hall a storm of applause showed that the audience appreciated the feat.

George Nash then gave a pleasing exhibition and performed some by no means easy tricks. He is the smallest member of the club. The club drill next, by eight members, was the finest ever seen in this city, and showed much careful practice. All their movements were in unison, and the grand right and left, as well as other moves, were well applauded. Last on the programme was the double riding by Wilmot and Aldrino of Boston, which was wonderful. Aldrino put himself into a number of hard positions and gave a short exhibition of club swinging perched on Wilmot's shoulders.

At ten o'clock the exhibition was over, and the dancing commenced. The grand march was led by President Ducker and Mrs. E. D. Hendee, of New Haven. The festivities were kept up until morning.

This ball was, undoubtedly, the social event of the season, and has established the Springfield Club as one of the institutions of the city. The decoration of the hall was beautiful, in fact, transformed into a fairy palace by Col. Wm. Beals, of Boston. The stage for guests was a perfect bower, with flowers, shrubs, etc.,

in profusion. At the right of the stage was emblazoned, "Welcome, our Honored Guests, to our Annual Exhibition and Ball." On the right of the hall banners were hung, with the names of leading amateurs; Hendee, Ahl, Gideon, Moore, and others were honored. On the left were noticed the names of Prince, Frye, Keen, and other leading professionals, while around the hall hung numerous bicycling emblems. One of the most unique decorations was an immense League pin painted upon the floor. About 2,100 people were present, and all were loud in their praises of the affair and the entertaining club.

New Haven's Annual.

THIS club partook of its annual dinner at the Homestead, West Haven, 13 February. Owing to the condition of the roads the club run was postponed, and sleighs resorted to to convey the members to the place of dining. An excellent *menu* was discussed for an hour or more, after which cigars and stories followed until a late hour, when a return home was made. The affair was well attended, and was successful in every respect. S. A. Marsden sat at the head of the table. Excellent singing was furnished by the Glee Club.

New York Letter.

It commenced raining early last evening, rained all night, and until about noon to-day, so you may know by that that to-day is Sunday, but it is a Sunday that differs somewhat from the general run, for it has cleared beautifully this afternoon, and we can see that one good, at any rate, has resulted from so much rain, the snow has almost entirely disappeared, and if the clearing weather continues it means a chance, at any rate, for some riding before long; and of riding we have lately had a terrible dearth; and, while watching the roads and weather with anxious and expectant faces, have had to content ourselves with the various entertainments (social) offered by the Citizens on the one hand, and by the Ixions on the other, spending the rest of the time, when not so employed, in thinking over the riding we *will* do when we get the chance. The sociable of the Ixions came off duly on the evening of the 15th, and while, owing to the stormy weather and the drawback of coming right in the middle of the Lenten season, it was not very largely attended, it made up in other respects what it lacked in point of numbers, and the efforts of the entertaining club caused it to be a thoroughly enjoyable affair. The inclement weather deterred the greater part of the Kings County Wheelmen from coming over, only six of the men turning up, and with Mr. S. B. Huber, of the Kentucky Bicycle Club, of Louisville, Ky., they made up the contingent of visitors from out of town. I think the Ixions made a great mistake in setting the time in Lent, for New Yorkers, as a general thing, pay a good deal of atten-

tion to it, and regard it, in appearance, at least, as worthy of their due consideration. Fortunately for the club, they did, out of the immense number of invitations sent, have a nice sociable crowd, who laid in a very pleasant evening in dancing to some very fine music. Although the Ixions have been highly commended for their management of the whole affair, and in, finally, when it turned out such a terrible evening, coming off with credit to themselves, they are illy satisfied with the result, and say that next time things will be different. Experience is a good school, and I am sure that if they set the day for their next sociable in the proper season, half, at least, of the invitations sent will be brought to the door, and that is placing the estimate somewhat low. They have also been going it pretty strong on theatre parties lately, attending Haverly's 14th Street Theatre, to see "Her Atonement," on Wednesday evening last, and again on Friday evening of this last week, to Miss Bobbitt's benefit at Chickering Hall; and between the social evenings of the Citizens on Saturday nights, and those of both the Citizens and Ixions on Sunday evenings, which always bring large gatherings together, we can surely say that the interest in New York is not being allowed to grow slack from want of constant spurring and activity. There is a great prospect of a large influx of new riders in the spring, and the old riders are gradually preparing for the campaign of 1883, and I have not the slightest doubt that New York's complement of riders will be doubled before the end of the year.

The appointment of Doc. Beckwith as State consul meets all the requirements of the L. A. W., and the renewed activity shown in L. A. W. matters shown by the resident clubs certainly speaks well for the future. The B. T. C., too, is gradually making itself felt, and while I think it never will, in this country, at least, attain to the dimensions and importance of the L. A. W., it will be very valuable in its way, especially if its recruits in the future are made of the same stuff and material as those who have already joined.

I regret, exceedingly, to have to chronicle the ill-timed demise of the Lennox Bicycle Club, on Thursday last (16 February). It has finally come to this. They have staved it off for a long while, but ever since Campbell, the president, left for Europe, the club has not had any head to speak of, and, disaffection being at the root, and poor management at the head, it was a wonder that it did not succumb to fate long ere this. Its members are all good riders and nice fellows, but with Campbell (who appeared the life of the club) away, they do not seem to have possessed the necessary requisite to band them firmly together. From bad to worse, the state of affairs has now, at least, reached the only possible conclusion, — dissolution; and once more the death song rises: —

"Here 's a cup to the dead already; and
Here 's to the next that dies."

"791" was the connecting link that bound them in fraternal ties to the Manhattan and Mercury. They did not long survive its fall, and have gone to look for the other two, and we have another tombstone for our memory.

Washington's Birthday brought out for a run, early in the day, quite a number of the Citizens and the Ixions, but the weather was not to be beat. It settled for a thaw, and the riders all came back covered from head to foot with mud and slush. There was no more riding that day, but the evening was spent at the club rooms. Only three men from New York went on to the Springfield reception, — Pitman and Sanford, of the Ixions, and yours very obedient. It turned out just what we expected to find it, a hearty, whole-souled success; the fancy riding was fine, the dancing fine, the music fine, the ladies beautiful, and the men agreeable, as we have always found them, with the right hand of good fellowship ever reached out to welcome a stranger with all at their command. They had the great interior of their City Hall decorated from ceiling to floor, over every available inch of room, on wall and balcony, with flags, bunting, and streamers, and around the balcony, pendant from the lower edge, hung banners, shield-shaped, at regular intervals, inscribed with the names of prominent riders ("Chic's" was not there, and Pitman, where are you?). A stage, erected at the head of the hall, was crowned with a rising pyramid of seats, for the use of visiting bicyclers and their friends, right below the seats being the band. Around and down the hall, on either side, ran the seats, five or six deep, but which did not half serve to accommodate the great crowd which surged in at the doors in the lower end, and, after occupying the seats at the lower end and the wide balcony above, stood a dozen deep, encroaching on the floor the whole width of that end. The crowd was nothing more or less than a good example of the kind they always have, — tremendous. The order of dances was fine and well arranged, and when, well pleased with ourselves and our entertainers, we left, about half-past one, to catch our train, they were in the full tide of the dance, with the floor a moving kaleidoscope of beautiful colors and neat uniforms. With a sigh we shook hands, after thanks rendered and reciprocal expressions of good will, boarded our train, hied to our little berths, and woke in New York at 6.30 in the cool, clear, crisp air of a delicious morning. Once more has Springfield covered itself with glory, and added another to the long list of its successes. Long may "*Rota terras circumvolat*" wave. CHIC.

NEW YORK, 25 February, 1883.

C. W. NAIRN is reported to have said that he will never again ride a bicycle, but will use the tricycle in the future. The *Tricycling Journal* says, "Another good man gone right."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The Meet.

Editor Bicycling World: — In yesterday's BICYCLING WORLD I notice an article entitled, "The 1883 Meet Again." I hope it may not be out of place to make a few remarks on the subject. While it cannot be otherwise than that if the Meet be held in New England there would be a much larger number of Eastern wheelmen present, on the other hand, I think were the Meet in Washington there would be an equal, if not greater number, from the West and South. This feeling in the Buckeye Club seems to be so evident that I feel justified in saying that where one would go to the Meet in New England five will go to Washington. As to the comparative facilities of the latter, it is needless to say more than that it is the "Bicycler's Paradise." I notice this fact because I want the Meet to be a *grand success*, and would like to have the subject viewed from all sides. T. T. TRESS.

COLUMBUS, OHIO, 17 February, 1883.

What of the Star?

Editor Bicycling World: — Since I am a reader of your valuable paper, and of a "bicyclic" turn of mind, I wish to beg space enough in its columns to ask someone to give me the objectionable points in the American Star bicycle. I am not desirous of hearing anything from those who know nothing of the machine except what they have acquired by hearsay, for, like myself, they are not competent to cite *real* objectionable features, even if it has any. I have heard praises in abundance from those well acquainted with the comparatively new steed; indeed, old crank riders, who have gone so far in its favor that they have forever put aside their once favored wheel and taken to the new departure. I have, too, heard it condemned wholesale by certain individuals; but in every instance, thus far, these have been owners and riders of crank machines, and, in a few instances, agents for the same; so you can readily see that an impartial opinion could not well be expected from them. Now, if somebody who knows something of *real* objectionable points in the Star, if it has any, will give me the much desired information, I shall esteem it a great favor. My position is this: I am going to purchase a new machine, my old crank one being well worn by long and hard service, and am in a quandary whether to get one of the "old school" or a safety. If I can learn of demerits enough in the Star to overbalance the merits I shall probably keep on in the old rut till I break my neck; but if *vice versa*, I shall doubtless procure a mount of the new version. SIB.

LANCASTER, N. H., 14 February, 1883.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Fred. T. Sholes, Box 93, Cleveland, Ohio, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The constitution, rules and officers of the League are published in full in the special number of the *BICYCLING WORLD*, which may be obtained, post free, by sending 25 cents to the office of the *WORLD*.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

RACING BOARD: — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

PENNSYLVANIA BI. CLUB:

- | | | |
|------------------------|----------------------|------------------------------------|
| 3326 | Morris W. Brinkmann, | 103 Arch street, Philadelphia, Pa. |
| 3327 | H. K. Keose, | 533 North 19th street, " " |
| 3328 | H. A. Lewis, | 1909 Green street, " " |
| 3329 | E. M. Aaron, | 744 Union street, " " |
| 3330 | Arthur H. MacDow, | 216 South 3d street, " " |
| 3331 | Arthur P. Lewis, | 1909 Green street, " " |
| 3332 | Chas. M. Miller, | 1600 Hamilton street, " " |
| ELMIRA BI. CLUB: | | <i>Add.</i> |
| 3333 | Hobart F. Kidder, | Elmira, N. Y. |
| 3334 | Carey J. Mills, | " " |
| 3335 | Fred. D. Neilson, | " " |
| GREENFIELD BI. CLUB: | | <i>Add.</i> |
| 3337 | A. M. Thayer, | Greenfield, Mass. |
| 3338 | W. S. Willey, | " " |
| 3339 | H. O. Edgerton, | " " |
| 3340 | F. J. Pratt, Jr., | " " |
| 3341 | W. L. Severance, | " " |
| 3342 | Geo. C. Ketchum, | " " |
| 3343 | Winthrop T. Arms, | " " |
| 3344 | F. H. Mayhew, | Charlemont, " " |
| KINGS COUNTY WHEELMEN: | | <i>Add.</i> |
| 3346 | H. J. Hall, Jr., | Macon street, Brooklyn, N. Y. |

UNATTACHED:

- | | | |
|---------------------------|----------------------|-------------------------------------------|
| 3349 | Chas. P. Doane, | East Brookfield, Mass. |
| 3350 | Isaac N. Mains, | Pleasant Gap, Mo. |
| 3356 | Wm. H. Burnham, | Adrian, Mich. |
| 3345 | Emory G. Taylor, | Titusville, Pa. |
| 3347 | Fred. P. Smith, | Winchendon, Mass. |
| 3348 | Howard W. Hoopes, | D. D. S., 84 Eutaw street, Baltimore, Md. |
| CORRECTIONS: | | |
| 3355 | Robert F. Hibson, | 64 S. 10th street, Brooklyn, N. Y. |
| 3352 | W. L. Samson, | 196 Hewes street, Brooklyn, N. Y. |
| 3354 | Edward Pettus, | 66 S. 9th street, Brooklyn, N. Y. |
| 3364 | Jos. L. Pinder, | 45 Merrimack street, Lowell, Mass. |
| 3414 | Robert Tenney, | |
| 3417 | Jacob B. Coykendall, | |
| CONSULS, CLEVELAND, OHIO: | | |
| 248 | J. D. Fugh, Jr., | |
| 249 | Harry W. Forward, | Both of 323 Euclid avenue. |

Declination.

To the Members of the League of New Hampshire Wheelmen: — Owing to a new business engagement

that will occupy the time I have devoted to the interests of our State Division, I am under the necessity of withdrawing my name as a candidate for re-election to the office of chief consul. I would recommend as my successor Capt. C. H. Wilkins, of the Manchester Bicycle Club and secretary of the New Hampshire League, whom I and many of my correspondents believe is best fitted to hold the New Hampshire Division in the front rank. With my best wishes for the success of the L. A. W., which it has been my pleasure to serve as a director and chief consul since its formation at Newport, and for the success and progress of which I shall continue to contribute in every way as my time allows, I remain fraternally yours,

C. A. HAZLETT,
Chief Consul L. A. W. for N. H.

Notice.

To Secretaries of League Clubs: —

GENTLEMEN, — It is important for many purposes to your advantage that this office contain a correct directory of all clubs in the League; and in order to revise the old list, at present in hand, and complete it with those who have joined since this was made up, you will send in the following statistics as early as possible, that the list may be completed without delay, and in time for the annual notices: —

- Name of club.
- Date of organization.
- Date of joining the League.
- Number of members.
- Secretary's address.

Trusting to have your prompt assistance in this matter. Fraternally, yours very truly,

FRED. T. SHOLES,
Cor. Sec. pro tem.

OFFICE OF THE CORRESPONDING SECRETARY, LEAGUE OF AMERICAN WHEELMEN, CLEVELAND, OHIO, FEBRUARY, 1883.

BICYCLE TOURING CLUB.

APPLICATIONS for membership should be sent to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, seventy-five cents.

The following applications for membership have been received: —

- Sam. M. Livingston, Xenia, Ohio.
- Herbert C. Kelly, 132 So. 3d street, Philadelphia, Pa.
- Harry R. Bryan, 172 Warren street, Hudson, N. Y.
- Harry W. Forward, Cleveland, Ohio.

RENEWALS:

- M. C. Smith, Yonkers, N. Y.; J. S. Webber, Jr., Gloucester, Mass.; C. C. Godfrey, Bridgeport, Conn.; E. S. Sumner, Bridgeport, Conn.

APPOINTMENTS:

- F. A. Miller, consul for Susquehanna Pa.; F. T. Davis, consul for Mount Vernon, West Chester Co., N. Y.

HOTEL AT THE CLUB TARIFF. — The Gloucester Hotel, Main street, Gloucester, Mass. Geo. L. Smith, proprietor.

The Massachusetts State Consulship.

The following is self-explanatory: —

FRANK W. WESTON, ESQ., *Chief Consul B. T. C.:* —

Dear Sir: — As you doubtless know, I have assumed duties in connection with the *BICYCLING WORLD* which will occupy all the time I have to devote to the interests of cycling, I am therefore compelled to regretfully tender you my resignation as B. T. C. consul for the State of Massachusetts, with request that it be accepted immediately my successor is chosen. Yours, very respectfully,
J. S. DEAN, S. C. B. T. C.

BOSTON, 17 February 1883.

My Dear Sir, — I have received your favor of 17th inst. and note your resignation of the State consulship of Massachusetts with much regret. Please call at your convenience a meeting of the Massachusetts membership to nominate your successor. Yours, dear sir, very faithfully,

FRANK W. WESTON, C. C.
J. S. DEAN, ESQ., S. C. B. T. C.,
28 State street, Boston, Mass.
SAVIN HILL, 19 February, 1883.

Notice.

In compliance with the foregoing there will be a meeting of the Massachusetts membership of the B. T. C. on Wednesday, the 7th of March, at 6.45 P. M. sharp, for the purpose of nominating a State consul for the State of Massachusetts. The meeting will be held at the Boston Club House, 53 Union park, Boston, which has been kindly placed at our disposal by the club for this purpose.

J. S. DEAN, S. C. B. T. C.
BOSTON, 26 February, 1883.

CURRENTE CALAMO.

FOR several years we have been a more or less constant contributor to the columns of the *BICYCLING WORLD*, and of late our name found a place in the editorial department. With this issue we assume the management of the paper, and make our bow to a congenial constituency as an editor.

A FACETIOUS writer once called this department "Currente Calumnies." Shakspeare evidently anticipated some such thing when he wrote, "Be thou as chaste as ice, as pure as snow, thou shalt not escape calumny."

A FIVE-YEAR old, who went to school for the first time, came home at noon, and said to his mother: "Mamma, I don't think that teacher knows much." "Why not, my dear?" "Why! she keeps asking questions all the time."

This we print for the special benefit of the "Owl."

THE B. T. C. ites are discussing the feasibility of an increase of annual dues. We should judge from the letters in the *Gazette* that the proposition is not met with favor.

THE best plan yet suggested is to have a small entrance fee, which will have to be paid again if one neglects to renew within the time stipulated. This might be tried successfully by the League.

IF the New York wheelmen desire the privilege, or perhaps we should say right, of Central Park, they would do well to follow the example of the San Francisco cyclers, who by consistent and united action have obtained unconditional freedom to the Golden Gate Park.

As the riding season is near at hand, we will be overrun with "copy," so we trust our correspondents will "boil it down," and save us the trouble.

WE would suggest to the chief consuls of the League, especially in those States where there is a considerable membership, the advisability of calling mass meetings in some central locality, for the purpose of nominating suitable candidates for the approaching election, and for the discussion of any matters of interest.

Now who will be the first. Will it be Consul Beckwith, of New York, or Pratt, of Worcester?

ALL our English contemporaries speak of the tendency of the makers to reduce the weight of machines, especially the broad gauge ones.

IF the young man who sent us an unsigned postal don't see the matter therein contained published he will understand the reason.

DR. N. M. BECKWITH, in a pleasant letter to New York League members, accepts the appointment of chief consul for that State. He has a broad field to work in, and will undoubtedly give the League a lift in New York. We wish him every success and a re-election.

WE have received a sample of cloth for the new B. T. C. uniform, together with illustrations for style of cut, etc. The cloth is a fine dark gray check of good weight and texture. It is being adopted by many English clubs.

A CORRESPONDENT writes us that two of the faculty of Strathmore College, Pa., have taken to the bicycle. President E. H. Magell is a Facilitist and Professor Beardsley bestrides the American Star.

WE had a very pleasant conversation with S. B. Huber, of Louisville, Ky., a few days ago. He is an enthusiastic rider of the Star.

It is rumored that Will. R. Pitman has been tendered the L. A. W. Consulship of New York City.

"DALT WHEELMAN" writes us: "I see that one of our gushing writers in *The Wheelman*, of February, applies the term 'patchwork' to what I call my bi-lyrical or super-parodic verses. I agree with him if he will kindly allow them to be Sam Patch work, showing that 'some things can be done as well as others,' though seemingly impossible, as Sam used to say. I would add that I am not without hopes that some of said verses are *viable*, in the authentic sense of the word, not merely *passable*, a meaning which in another connection is given to the word most unwarrantably in the same article."

We thought the word "patchwork" very appropriate as used. Very neat patching, too, some of it.

WE learn from a reliable source that Massachusetts will only get four representatives in the next election, as they have but four hundred members in the State, New York will have two, and Ohio probably the same number. We are sorry to see this falling off.

THE Boston's new captain is taking daily rides on his sociable. The Massachusetts bugler has bought a trike.

THERE is a movement on foot to make the Ohio League a State division of the national League.

It is reported that Green, of Ohio, means to push his bill to its passage. Will no one squelch him?

THERE are a few men in Tennessee who appreciate the beauties of the bike. Bowling Green has eight riders, Gallatin, Tenn., two, and Nashville fifteen.

THE BICYCLE, the new Canadian monthly, has just come to hand, looking as well as ever.

WE have secured the services of Mr. C. W. Fourdrinier as editorial contributor, whose ready pen for a year or more was plied in favor of the *Wheel*.

WE noticed among the spectators at the races on Washington's birthday Messrs. Tolman, of Worcester, Hazlett, of Portsmouth, and Capt. Pitman, of the Ixions.

THE March *Wheelman* comes to hand looking as bright and readable as ever. The leading article is the history of the Boston Bicycle Club, by Chas. E. Pratt, which cannot fail to be of interest. It is finely illustrated. The rest of its pages

are filled with interesting matter. Henry Sturmev replies to the recent article which appeared in the *Wheelman*, re his "Indispensable," and refutes the charges made against him.

"METEOR" favors South Boston for the League Meet.

WE missed the weekly hooting of the Owl in the last issue of our New York contemporary.

THE BICYCLE has an excellent editorial regretting that wheelmen should have anything to do with races under the management of that disgusting and dirty sheet, the *Police Gazette*. We quite agree with our Canadian contemporary, and certainly hope that 'cycling will be kept free from the baneful influence and "encouragement" of "cheap and nasty" sporting papers.

MR. S. T. CLARK, of Baltimore, is expected home from England in a few days. Our advices are that the Rennyson detachable handle-bar has completely captured the Englishmen.

JOHN W. WILSON, dissatisfied with his defeat on the 22d, challenges W. M. Woodside, W. Morgan, F. S. Rollinson, Harrison Brothers, R. A. Neilson, C. J. Young, or Charles Smith, to race five miles for a stake of \$50 or \$100 a side. We should not be surprised if Wilson was accommodated.

C. J. YOUNG and John W. Wilson wish to make a match with Prince, and have issued a challenge, offering to "ride Mr. Prince a race of twenty miles, for \$100 a side, relieving each other at alternate distances of five miles."

THE Pope medal which John S. Prince lost at the fair building, last Thursday, was found, and has been restored to the champion, by Mr. H. F. Hoyt, of the Ashland House, this city.

THE bicycle track at Louisville, Ky., is a thing of the past. The new building for the exposition, to be held the coming summer, will occupy the site of the track.

It is reported that the professionals, W. J. Morgan, champion of Canada, Wm. M. Woodside, champion of Ireland, J. H. Canary, the well-known fancy rider, and Miss Maggie Wallace, with L. A. Miles as manager, and Bronson Wallace as advance agent, will make a tour of the East and West, starting from this city about 1 April. They will ride in all the principal towns, and will give medals for amateur competition.

WE have received a letter from W. W. Stall advocating the three-foot measurement for race-tracks. It reached us too late for use in our editorial.

OUR mail has brought us many congratulations for the enterprise shown by the BICYCLING WORLD in having the Stanley Show specially reported.

FOSTER & Co., of Baltimore, Md., have closed their school and quit business. T. W. Lawford purchased the entire stock of machines and sundries, and assumes all liabilities of the firm.

H. B. Hart, of Philadelphia, will open a riding school in March.

MESSRS. G. W. SIMMONS & Co., of Boston, can supply the new bicycle button which is in such demand. If you have not seen one send for a sample button. This house has made a specialty of bicycle uniforms from the start, and at all times keeps a full assortment of suits. A price list and sample card, showing all fabrics used in suits, will be sent to any address.

THE "Glamorgan" went down in mid ocean, and dissipated the hopes of many. We lost cuts which we intended to use in coming articles. The Cunningham Company, Stoddard, Lovering & Co., and the Pope Manufacturing Company, lost consignments of bicycles and tricycles. This is what might be called hard luck.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

C. H. L., Portland. — We will make correction in our supplement. As it is the only one with arrows, at that angle we think no one will be mislead. Would like the article very much. Make it as short as possible, and do the subject justice.

INQUIRER, Boston. — The fastest mile on record was made by H. L. Cortis, 7 June, 1882, at Surbiton track, England, in 2m. 41 3-5s. You will find all the records in special number.

C. B., Pittsburg. — Letter received. Have written. J. D. D., Philadelphia. — Will use verses as soon as possible. Lack of space alone prevented use of other communication.

STODDARD, LOVERING & Co., Boston. — We will wait a week or two.

H. B. SMITH MACHINE Co., Smithville, N. J. — Thanks. Would like it reduced.

A. J. WILSON, London, England. — Will publish letter next week.

HENRY STURMEV, England. — Thanks. Pamphlets received.

HILLMAN, HERBERT & COOPER, England. — Thanks. Cut received. Will use shortly.

H. J., Boston. — The League election blanks will be sent out between the 1st and the 10th of March. No. You cannot vote if you join now.

SMITH, Springfield. — No. We hold no office in either the League or the B. T. C. See elsewhere for resignation.

C. E. W., Philadelphia, Pa. — We think the parallel much superior to coned pedals. See editorial 20 January, 1882.

J. W., New York. — Postal received. Have mailed copies as requested.

A. H. EVERETT, Boston. — Have written you. STEPHEN TERRY, Hartford. Thanks. Will use next week.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 50-inch 'Extraordinary,' 1882 pattern; with ball-bearings to both wheels; has not been ridden over one hundred miles. Address COLUMBUS PAPER MILL, Columbus, Ohio.

Second-Hand Bicycles For Sale.

56. A 56-inch full-nickelled Harvard; rubber handles; run less than fifty miles; can not be told from a new machine, \$120.

48. A 48-inch full-nickelled Expert; Excelsior cyclometer; hub lamp; a bargain, \$110.

48. A 48-inch full-nickelled ball bearing Standard Columbia; H. & T. Bell; rubber handles; A. No. 1, \$100.

46. A 46-inch full-nickelled Standard Columbia; McDonnell cyclometer and lamp, \$80.

The above machines are offered for cash, and the lowest price has been placed on each machine. Correspondence solicited. Address H. R. Bryan, Hudson, N. Y.

W. W. STALL,
General Agent for Sale of
English Bicycles
— AND —
TRICYCLES,
BRIGHTON, MASS.

Having fitted up a REPAIR SHOP specially for bicycle work, am prepared to do good work at reasonable figures.

Enamelling, Nickel Plating, Polishing, and Painting at lowest market rates.

Parties building machines furnished with Parts, Plans, Estimates, etc.

**SECOND-HAND MACHINES BOUGHT
AND SOLD ON COMMISSION.**

Salesroom and repair shop near Faneuil Station, B. & A. R. R., and also near terminus of Oak Square Horse-cars.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

**THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.**

**A Practical Roadster, Safe from "Headers" or
Other Dangerous Falls.**

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

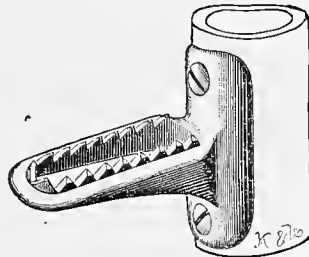
For further particulars address the manufacturers,

**H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.**



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Bicycles and Tricycles,**
American Sanspareil and
American,
Second-hand and Repairing.
Also Cable Fencing.
A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.

**HARWOOD'S
SAFETY BICYCLE STEP.**



(Patented June 13, 1882.)

This improved Step secures a firm and positive foothold while mounting, all danger of cutting the leg or clothing being obviated by the **Safety Flange** and inwardly projecting teeth, the outer edges of which are bevelled, as an additional safeguard.

Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The Safety Steps may be obtained of

**THE CUNNINGHAM COMPANY,
BOSTON,
HILL & TOLMAN,
WORCESTER, MASS.**

Or of the Inventor and Patentee,

**G. F. HARWOOD,
WORCESTER, MASS.**

For terms to agents, address as above.

Price, Plain, 50c.; Crocus Polished, or Nickeled, 75c.

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

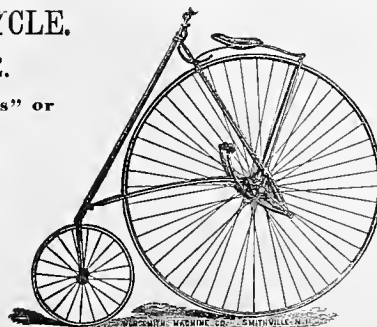
THE BROOKLYN BICYCLE CO. (Limited)

161 & 163 Clymer St., BROOKLYN, N. Y.

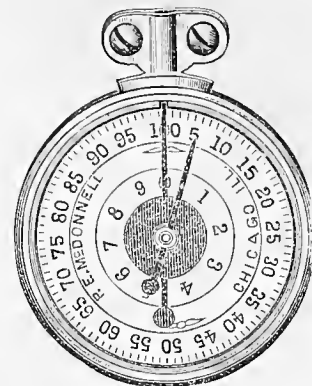
W. L. SAMSON, Sec. G. R. BIDWELL, Gen. Mang'r.

General Wheel Agency.

Bicycles Stored, Repaired and Rented for road use
Instruction given in our large hall on the premises.



A CYCLOMETER



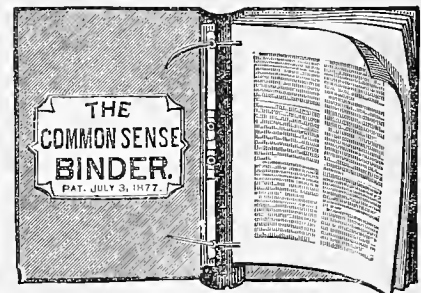
For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolute-

ly water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.

108 Madison St. . . . CHICAGO.

For Sale by Dealers Generally.



Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Sq., Boston.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

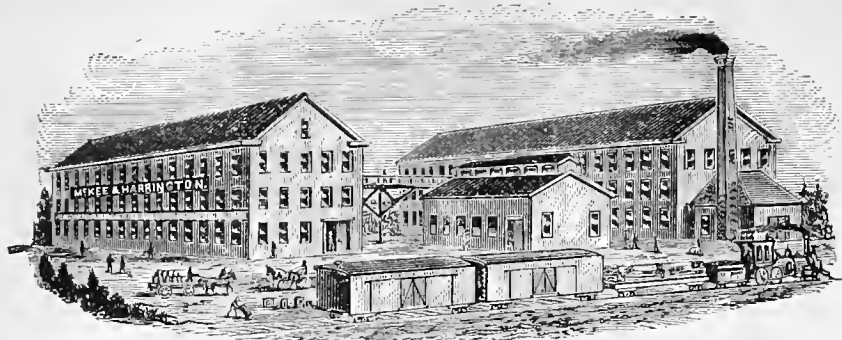
Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.



THE UNION BICYCLE.

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$90.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

REPAIRS A SPECIALTY.

NEW AXLES.
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CRESCENT RIMS.

BALL BEARINGS.
NEW TIRES,
Etc., Etc., Etc.

R. P. GORMULLY,
40 SO. CANAL STREET,
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Send for estimates. My shops are the most complete in the United States.
We have unequalled facilities for brazing.

Racing wheels made to replace roading ones, for hall use.

Nickel Plating, Painting & Overhauling generally.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

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CHARLES R. PERCIVAL,
Manufacturers' Importer of Bicycles and Tricycles, Sundries,
PARTS, STAMPINGS, FORGINGS, ETC., ETC.
1291 Washington Street - - - - BOSTON, U. S. A.

NEW BICYCLES IN STOCK.

"D. H. F. P."—48s, 50s, 52s, with balls to both wheels and full nickelled, from \$150 to \$157.50. "D. H. F. P."—50s, 52s, parallel bearings, all bright, from \$122.50 to \$125.00. "Royals."—48s, 50s, 52s, 54s, full nickelled and balls to both wheels, from \$140 to \$147.50. "Royals."—48s, 50s, 52s, 54s, all bright, and balls to both wheels, from \$120 to \$127.50. "S. H. F. P."—48s, 54s, all bright, balls to both wheels, from \$120 to \$130. "Clubs."—52s, 54s, 56s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$120 to \$130. "Gentleman's Club."—52s, 54s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$110 to \$112.50. "Coventry Perfection."—48s, 50s, 52s, all bright, ball to front wheel only, from \$75 to \$90. "Advance."—48s, 50s, 52s, all bright and nickelled, balls to front wheel only, from \$85 to \$120. For list of new machines enclose stamp.

New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

No letters answered unless stamp enclosed.

SECOND-HAND BICYCLES AND TRICYCLES.

Bicycles.

* 1 48 in. "Duplex Excelsior," full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. * 1 50 in. "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and burnished, rubber handles, \$90. * 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1/2 nickelled and 1/2 bright, cone bearing, bell, etc., \$65. * 1 54 in. "Old Style Premier," 1/2 painted and 1/2 bright cone bearings, \$45.

Tricycles.

† 1 50 in. "Quarto Salvo," full painted, \$80. * 1 50 in. "Centaur," full painted, \$85. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. || 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

|| In first-class order; shows only wear on tyre.

This list will be changed from time to time. No printed lists or circulars of second-hand machines.

Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

S. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 9 MARCH, 1883.

Volume VI.
Number 18.

BUSINESS AND TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including **TIES** and **GLOVES** to match. Dress Studs and Cuff Buttons a special feature.

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Gentlemen's Furnishers and Shirt Makers,
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Our aim is to give fine goods at medium prices.

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THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

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THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England
(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries, and Fittings, of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

W. W. STALL,
General Agent for Sale of
English Bicycles
— AND —
TRICYCLES,
BRIGHTON, MASS.

Having fitted up a REPAIR SHOP specially for bicycle work, am prepared to do good work at reasonable figures.
Enamelling, Nickel Plating, Polishing, and Painting at lowest market rates.
Parties building machines furnished with Parts, Plans, Estimates, etc.

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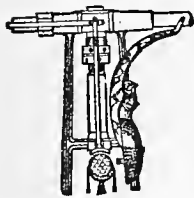
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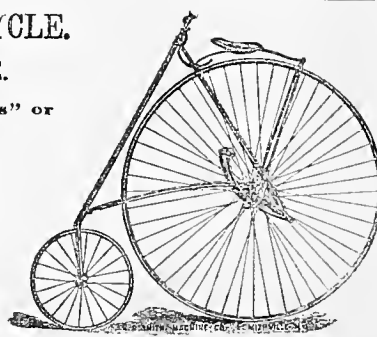
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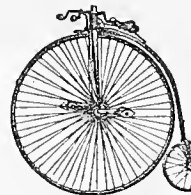
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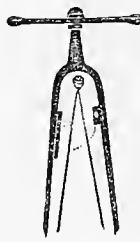
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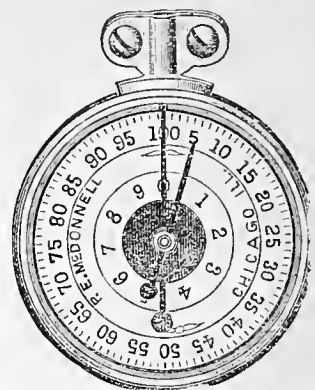
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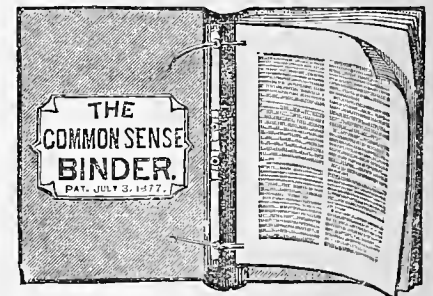
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Official organ of the League of American
Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

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REWEIGHED.

THE proper weight of a bicycle for the average rider on average roads, though it has been discussed thoroughly, seems as far from settlement as ever; at least we may consider it is so, from the statements we occasionally see in the 'cycling press. It is impossible to say positively that any particular weight is correct, for all riders on all roads for all purposes, and we can only recommend that purchasers should use what intelligence and information they may have to choose that

which will best suit their requirements. A writer in a recent issue of the *Wheelman*, in answering the question, "But is it safe?" takes occasion to say, that "for American riders on American roads, forty-eight to fifty pounds, including saddle and pedals, in a 50-inch wheel, is none too much weight." And, in support of his argument for what may fairly be considered heavy machines, quotes Mr. Sturme, that "the craze for excessively light weighted machines as roadsters seems to have fairly died out." This latter statement is not positive, but general, and its meaning and application depends slightly upon what Mr. Sturme calls an excessively light machine. This gentleman, who quotes Mr. Sturme, refers to him as the "greatest authority" in England, and no doubt would yield his own opinion to that of the writer of the *Indispensable*, so possibly he may allow that lighter machines than forty-eight pounds are suitable for American roads when he is informed that Mr. Sturme's specifications for an American roadster, as published in the "*Wheelman's Annual*," gave the weight of a 50-inch roadster with inch tire as forty-four pounds, and he may still further doubt the correctness of his own figures when he is informed that the specifications for the machine he rides were much lighter than the machine is made, and we are informed on the best possible authority that the same machine was intended to weigh about ten pounds under inches instead of a pound to the inch, which is about its present weight. A bicycle, as any other vehicle, should be made of a weight suitable to the use it is to be put to, and especially to the load it is to carry. A man that weighs, say one hundred and thirty pounds, does not need so heavy a mount as one who weighs one hundred and eighty or one hundred and ninety pounds. This statement we make only after many experiments with machines of different weights, having graduated from a wheel weighing about fifty-five pounds for a 52-inch, to a 55-inch weighing thirty-nine pounds, ready for the road. Light bicycles, and by light we mean those that weigh less than ten pounds under inches, must be well made to stand rough road riding; there is no extra stock to cover flaws or poor construction, and we feel quite safe in riding a light machine of reliable make because we know that the best material and best workmanship

must be used and put into such a one to make it reliable. A rider, no matter of how many years' experience, or how many miles he may have ridden, is not in a position to judge or to give advice on this question if his experience is confined to one class of machine. Can a person who has always ridden heavy bicycles say that light ones are not suitable, and cannot be made strong enough to stand use on rough roads? Assuredly not. We have no confidence in the opinion of any man whose knowledge is confined to his experience and that experience has been limited and in one direction. We do not advise our readers to ride thirty-nine pound bicycles simply because we do, but we do advise them to use a little common sense in choosing a machine, and, having decided what is best suited to their requirements, purchase. When any one says directly or by implication that a bicycle, to be strong and capable of sustaining the wear and tear of ordinary road riding, must weigh forty-eight or fifty pounds, we say the statement is incorrect. It is absolutely absurd to say that all road riders should use the same weight of machine, and, if these advocates of one weight admit the absurdity, they must also admit, to be reasonable, that if a man who weighs one hundred and thirty pounds needs a fifty pound machine, one who weighs one hundred and ninety pounds would need one weighing fifty-five or sixty pounds. We never heard, however, that for any purpose a bicycle should weigh so much. To get the right weight we must consider the weight of the rider. If a fifty-pound machine is heavy enough and strong enough for a man weighing one hundred and ninety pounds, why should he who weighs one hundred and thirty ride the same weight of machine?

Mr. Sturme has been quoted in support of more different views, probably, than any other 'cycler. We do not now remember where or when he said the craze for excessively light machines had died out, but we find that in his 1880 "*Indispensable*" he says, "I find the weights of machines have during the past season somewhat settled to a 'happy medium,' somewhere about ten pounds under 'pounds for inches.'" In 1881 he finds exactly the same state of affairs, in 1882, ditto, so we may conclude that this is the weight which has been found to best meet the requirements of all 'round work.

WHEN we assumed the editorial management of this paper we took it with its friends and its enemies, determined to conduct it as fair and impartial as possible, to keep old friends, gain new ones, and by our conduct of its affairs win over our enemies. We recognized the fact that we are but human, and laid no claim to infallibility. We knew that we could do nothing but be fair in criticism, correct as to our facts, and sound in argument. We felt that our contemporary, the *Wheel*, would discontinue its indiscriminate attacks upon the WORLD and judge us by our work alone. But it was not to be; and before our first issue has reached it, comes a copy of our contemporary with an editorial charging us with duplicity, — charging us with an attempt to dissuade clubs from joining the League, as it was of no benefit to any one. We deny the charge; we never have attempted to dissuade clubs or individuals from joining the League.

Our contemporary is on our heels with the statement: "From time to time it has been our duty as a fair and impartial exponent of American bicycling, and also as a friend and supporter of the League of American Wheelmen, to protect it somewhat from the attacks of the journal which has been for the past two years specially honored and selected to convey the news of that body to its members, and, as the 'official organ,' should be expected to uphold and sustain, in a measure, the principles of the organization." We recommend the young man to read our paper, and we should like to have him point out the "attacks." Does he suppose that because we are the official organ we are to blindly accept everything the League or its officers do? Does he suppose we shall not point out the way to improvement in the management if we think we see it? Does he think we shall oblige our correspondents to endorse every action of the League, or else exclude their communications? We know he does not think so. We know the man is angling after the organship and has commenced his campaign. We recommend to his careful reading the following, from the circular sent to the members of the Massachusetts Division:—

"A good word for the League never requires an apology, and a single favorable remark upon occasion is sometimes turned to excellent account. Neither is it wise to ignore any faults of management when they are seen to stand in the way

of League advantage. Do not be backward in gaining the public ear by candid expressions of opinion in the various 'cycling journals, whose columns are always open to such correspondence."

OUR immediate predecessors both bewailed in their valedictories the fact that there was nothing historical in bicycling; and yet, almost before the ink is dry, there has been written the histories of "Our first Bicycle Club" and of "Columbia No. 234." The first, as a history, is extremely deficient. It is much like the play of Hamlet with Hamlet left out.

The history of America would be singularly incomplete if no mention were made of Columbus, and the history of our oldest club is incomplete without giving to Mr. Frank W. Weston the credit of founding it. The thirteen gentlemen who signed the "call" with Mr. Weston had as much to do with the founding of the first bicycle club as did the sailors who went with Columbus upon his voyage of discovery to these shores to do with the discovering of America. The "Historian" is inaccurate in a few minor particulars. He says: "It would have had the first manufacture of American ones (machines) but for a certain process of exclusion."

The first "American manufacturer" on the proposal of the "Historian" was a member, and would be now if he had not resigned as a gentleman should when he ceased to desire membership in the club. There was no process of exclusion; there never has been any. The "Historian" further records that in 1882 the Massachusetts Club challenged the Bostons to the third race, but the challenge was not accepted and it has never been run. The challenge was accepted, but the terms could not be agreed upon.

Although the oldest club in the country is tending towards a "lively social club, with a bicycle attachment," this attachment had during the past year forty-five called runs, at which the "Historian" was not present, and its sociality has so enervated (?) it that it was the first club to open the riding season with a called run this year. If histories are to be written let them be reliable and accurate.

The Stanley Show. III.

Specially reported for the BICYCLING WORLD.

THE Bicycle and Tricycle Supply Association has a grand exhibit of the well-known Matchless bicycles, which are so designed as to break all jar by means of small but effective packings of india rubber. The machine does not look over light, but this is because of the care necessary to protect the intervening rubber plates from getting oily. Each point of contact is carefully defended by a sufficiency of rubber, which is in its turn defended by ingenious fittings, with the above object. The handle is inserted through a tube, which contains rubber, which is firmly gripped on to the bar by means of two collars which screw down upon it. The machines are well finished.

The other exhibit is the well-known Omnicycle, which has considerable powers of adjustment, so that the leverage can be increased or diminished at will. The machine for this year is very much lighter than it has hitherto been made, and looks like a decided advance. It has lighter frame, lighter wheels, and lighter works, and will no doubt make its mark under its new and more favorable conditions.

On this stall was to be seen "Britain's Tricycle Gearing." The machine in question was geared down in the usual way, by making the bottom pulley wheel smaller than the top one, and as long as it remained so it ran as a 34-inch wheel. The lower pulley was filled with a case, which contained the gear, and as long as it was left in *statu quo* no action took place, and thus friction was avoided. When it was desired to put the speed gear in action a small button close to the left hand purchase handle was pushed down. This caused a little hook to descend, which, at the next revolution, engaged a small projection, which had hitherto laid quiescent in a slot. This projection, being held by the hook, left the slot in an outward direction, and threw into gearing inside the box an epicycloid chain, which at once geared the machine up to about fifty-six, which of course would give increased speed on the level and gradients. Should the gearing in question stand the test of practical work it will mark a distinct advance in the history of the tricycle.

The Zephyr Company also showed a similar gearing on one of their machines, but, as it had only been prepared just in time for the show, it had had no testing. Some of the other machines shown by this company were very nice, notably the Sociable, with Starley's gear; the single-driving, rear steering Rob Roys were well constructed.

The Centaur Company were well to the fore, the four-in-hand being vastly improved, as I pointed out in my last letter. The Tandem Centaur will also be a favorite with engaged couples, as the gentlemen can whisper sweet nothings to the lady, and *keep his eye on the brake* at the same time. The Convertible is one of the best of its sort, and possesses distinct advantages over others of the same design by reason of the great care given to the application of strengthening braces, etc., so as not to throw every strain which the machine may meet with on to the joints, a point to which some of the best makers have given little consideration. The vertical build of the Centaur singles and doubles is a decided point in their favor.

The Sterling is a machine which has been much puffed by one of the carpet testimonializers of the tricycling world, but which possesses some points of merit. The great novelty is that it is pedalled backwards, being driven by means of a very simple mechanism, only two wheels being used, one on the hub of the single driving wheel, and the other on the pedal crank. The feet go backward for for-

ward driving, and forward for back pedaling. Rather a queer sensation at first.

The stall of Mr. J. Harrington, of Arab Cradle Spring fame, found many admirers, his spring being, of course, the chief exhibit. It is now made without a fault of any sort, and is probably the *only perfect* cycle spring. Nothing else that I know of can touch it for comfort, and it is well made.

Added to this exhibit was a new thing, facetiously termed the "Krao," or "What is it?" after the "missing link," now being shown by Farini, at the Royal Aquarium, Westminster. This proved to be an ingenious addition to an ordinary tricycle, in the shape of an extra wheel, fitted with a heavy link, which could be screwed to the standard of a single tricycle, and would carry a rider with ease, who would have to drive the small wheel behind.

The Ideal bicycle here caught my eye. It is a machine like an ordinary bicycle, with the addition of a second backbone in front, and a third wheel, all being in the same line, the idea being that it should not tip over forwards, and that if it should go on to the front wheel that wheel should steer. By this means a much more vertical position can be adopted, the rider sitting right over his work, and inventor claims to be able to get up hill well, and on the level to practically ride on one wheel only. Whether this is so I cannot say, but a careful inspection of the machines on view led me to the conclusion that they had seen some very heavy work on the road. The inventor was of course most enthusiastic as to its merits, and it is quite possible that if the machine be modified as to weight, and as experience may dictate, that it will do some service on the road. The luggage-carrying capabilities are considerable.

W. Keen showed some novel effects in leverage, though where the pull came it is difficult to say, but the machines were very well made, being fitted with the fluted forks which were so popular some time since, many spokes and stout head, and all the latest improvements.

The Pilots on Hickling & Co.'s stand looked like work. They have the old established dropped handles, which were first adopted for standard by this firm, and are, as is all the stuff from the Maidenhead Works, very strongly constructed. The London is also so improved as to be hardly recognizable, but it is decidedly a grand machine. The Otto, with a front wheel acting like a castor, was another novelty, and I do not doubt but that it will prove a very useful stepping stone to the successful riding of the original type of the machine. The steering is still effected by loosening the bands, but the front wheel swings round by the lateral force, so that it is not truly a steering wheel, but merely a safety one.

The Royal Mail Company made a good show with their favorite racers, the same class of machine as that on which Moore rode when in America. It was a matter of remark amongst men that whilst the

firm made such splendid racers, both in bicycle and tricycle, they should turn out such heavy looking roadsters; but I do not doubt that the company will build to any weight that may be required.

Pausey, of Clapham, has made a bold bid for popularity, and really turns out some excellent work. His roadsters are very pleasing models and should get a sale. Rudge made but a poor show, and I did not note any very remarkable advances in the Rudge Racer, which has done fairly well on the path. The tricycles are much the same as last year.

Altogether, the show of machines was a grand one. The novelties were mostly in the tricycle department, the advances made in bicycles being more in minor details. Lightness has become quite a craze, and, until one or two racing men have had some of the absurdly light machines collapse beneath them, will continue to be in favor. Some of the better firms of makers refuse to build below a certain weight for a man, and they are wise to do so, as a collapsed machine can do no one any credit.

The front-steering tricycles in the show fully supported the prophecies of Messrs. Sturmeys and Hillier, in their respective journals, as they were markedly on the increase in the tricycle department. Complicated machinery was noticeable for its absence. The Orbicycle shown by Moore, of Kennington, was a remarkable machine, as by driving the pedals forward the machine was driven by one wheel for speed, whilst by merely reversing the action and pedalling backwards the other wheel ran geared down for power. This is a most wonderful machine, and if, as I learned, it can be made as a double driver, it will prove one of the most startling novelties in 1883.

There were plenty of good men and true at the show. Amongst the crowd I noted Messrs. Sturmeys, Nairn, Hillier, Hampton-Roberts, Maddox the tourist, Fletcher of the Kent, C. B. Wilson, A. J. Wilson, Major-General Christophers, D. D. Bryson, R. M. Leslie, Dr. B. W. Richardson, Alfred Nixon, P. T. Letchford, W. K. Adam, F. L. Adam, J. S. Whatton, A. B. W. Whatton, T. E. Scrutton, Robert Todd, Lord Bury, the Duke of Cambridge, Major-General Ross, Major-General Simpson, Major Cuming, C. C. Sellors, B. T. C. and many more whose names are well known to the cycling world.

A supper, open to members of the B. U. and T. A., and B. T. C., was held on Saturday, under the chairmanship of Mr. C. B. Wilson, and about one hundred men sat down, and the toast of "Success to our United Institutions, the Union and the Bicycle Touring Club," was drunk with enthusiasm.

New York Letter.

It's a long lane that has no turning, and the ending of the rain the last part of last week was good roads and fine riding all the latter part of the week, num-

bers of the Citizens and Ixions being out every day, some of them being surprised one of the days by the unexpected appearance on a wheel of a real live member of the New York Club. To-day kept up the reputation which we have now laid at the door of every succeeding Sunday. It commenced by spitting snow early in the morning, but not enough to cover the ground. It then laid a trap for us by clearing up, and out we went in all directions, only to get caught about twelve o'clock in a blinding snow-storm, which came upon us all of a sudden, covering everything abroad with a couple of inches of snow, some of us getting snow-bound, and coming straggling in later in the day, and one or two are out yet. The storm, however, only lasted about two hours, and it is beautifully clear now, and were it not for the snow spread on every side we would not know that there had been any storm at all, or that it had been such a day of vicissitudes. There is n't very much club news this week, beyond the report of a good deal of riding, and I suppose we will have it good all next week, as this snow-fall of to-day will melt away rapidly under the influence of one day's sunlight.

The Ixions have their regular monthly meeting to-morrow, Monday night, and are preparing after the meeting to attend, in costume, a masquerade given at a neighboring dancing academy, to which they have had a general invitation, and they anticipate a great time. Several of the Citizens are booked for the same terminus. The Ixions expect the entrance of three or four new members at to-morrow's meeting; and, I suppose, if each following month is as productive, that they will not experience much difficulty in filling up their ranks during the coming year to the limit they have set to their membership (twenty-five), and the question of limited membership will probably require some particular attention and revision by them before another year, especially now that the Lenox has dissolved. Capt. Will. R. Pitman was this week appointed New York City consul for the L. A. W., and will, doubtless, with his extensive knowledge and ability, make a strong and efficient officer for that body in the capacity named. State Consul Beckwith is already bestirring himself actively, as a preliminary step, making appointments of consuls throughout the State, and compiling memoranda towards the more effectual binding together of the various adjuncts of the L. A. W. scattered through New York, and getting ready notes and statistics for a State convention.

The Saturday evening musicales of the Citizens are quite popular, and bring together seldom less than fifteen or twenty men, who find a most enjoyable evening in pleasant chat, and song, and discussion of wheel news, which, if not very brisk here just at this time, affords plenty of topics from out of town. The Ixions have had a remembrance from Dr. A. G. Coleman, from far away Santa Fe, in

the shape of a local newspaper clipping, giving an account of the arrival in that place, among other parties of Eastern tourists, of Dr. A. G. Coleman and Dr. J. B. Hayes and party. It speaks of the excitement occasioned among the natives by the appearance of Drs. Coleman and Hayes on their machines, in their efforts to exercise their steeds through the streets of that city, referring to his standing among us here in the East, and speaking of his appearance with the Rochester riders, when they gave exhibitions at the Kansas State Fair, last fall. There's many a one of us, doubtless, that wishes he was along with their party now, for I can readily believe that a trip of that kind must be very enjoyable, and I myself would be only too glad to make one in a party of discovery of the beauties of our far Western lands, with their snow-capped mountains and endless plains. Well, Doctor, here's a health to you, with a trust for a splendid trip, and safe return to your home and fireside.

The question of having the League Meet here in New York is still the source of much discussion among us, and is provoking the propounding of as many different opinions as those advanced in your columns. Ours here in New York, however, are all simmering down to the idea that it should be held here in New York. It is true that in a small town a meet of that kind would show to more advantage on account of the proportionate sizes. There is no extenuation in favor of the selection of Washington, save that of the advantages offered by the elegant asphaltum roads. The League Meet there would not advance the cause of bicycling any more than it would in New Haven; neither place requires any such help. In both places, on the contrary, bicycling is a recognized fact, and has the recognizance that is its due. With New York it is different. New York City and New York State need and demand the immediate aid, support, and assistance of the League; its requirements are legion; the Meet held here would do more to aid the cause, to establish it here on a solid and firm foundation, and to increase to the doubling point in one year the local membership, than two years of our own unaided exertions would do. Leaving entirely out of the question the prominence in which our cause would then stand outlined before the tender susceptibilities of our park commissioners, the moral support given by such a meet to the local constituency of the L. A. W. would prove a God-send, which we would, by the impetus then given to us, be able to return at an early day. The question has now resolved itself to two opposing considerations. Is the League Meet to be held merely as an assemblage on pleasure bent, and is this the main end of its being held, or is it to assist the cause of bicycling generally? If the former, by all means pick out the city having the best roads; there you are always certain to

find a proportionately large body of wheelmen whose rights are already recognized by their own judicial authorities, and who do not require the assistance of the League and its officials, and corporate members to aid them in combating and defeating almost insurmountable prejudices; there, to be sure (and I suppose it is just what you want), you will experience, besides the hearty welcome and assistance of the resident wheelmen, a cordial co-operation from the municipal authorities. This, doubtless, is the sop that you expect, faint-hearted Direction of the League! You look with something like fear, and wholly like distaste, upon the chance now offered to you to prove yourselves worthy of the positions you hold and the names you have gained. Shame! I cry upon you, extend a helping hand. "Come over into Macedonia and help us." Another barbed arrow place in our quiver, and when we make the point to rankle in an ever-increasing wound in the breast of our opponents here, they will know that we do not stand alone, that at our backs thousands of arms are raised in conflict against injustice, armored with the power they have already gained by proper recognition, and we will know from whom assistance came when assistance was most wanted, and render honor as most fitting to whom honor is due.

CHIC.

NEW YORK, 4 March, 1883.

RACES

The Hermes Race Meeting.

THE bicycle tournament of this club, held at the Exposition building, Chicago, 22 February, was a decided success, and drew together about 2,000. In the evening Mayor Harrison was present and presented the prizes. The track was laid out in the north end of the building and is five and a half laps to the mile. The following is a

SUMMARY:

AFTERNOON.

One-mile race.—First heat: S. G. Sturges (1), J. Valentine (2), W. Franke (3). Very lively race. Time, 3m. 18½s., 3m. 19s.

Second heat: Sturges (1), Franke (2). Won easily. Valentine dropped out. Time, 3m. 19s., 3m. 21s.

Quarter-mile dash: W. R. Crawford (1), G. L. Harvey (2). Harvey took the lead and held it until near the finish, when Crawford went to the front. Time, 45½s., 45½s.

Three-mile handicap; six starters; J. Valentine scratch, S. H. Vorrell 30s., J. R. W. Sargent 15s., E. Mehrling 25s., S. W. Holloway 20s., N. H. Vansicklen 15s. This was a close and exciting race. Sargent 15s. (1), Holloway 20s. (2). Time, 10m. 32s., 10m. 37s.

Half-mile dash: Chas. H. Jenkins (1), M. D. Hull (2), P. V. Kellogg (3). Won easily. Time, 1m. 32½s., 1m. 36½s.

Five-mile race: Chas. H. Jenkins (1), W. R. Crawford (2). This was the event of the afternoon. Crawford took the lead and held it until within two laps of the finish, when Jenkins went to the fore amid great excitement, and crossed the tape a winner by half a length. Time, 17m. 41½s., 17m. 41½s.

Quarter-mile dash for winners of the quarter and half-mile dashes: Crawford (1), Jenkins (2). Time, 46s., 46½s.

EVENING.

Two-mile race. First heat: Leon Johnson (1), C. E. Munson (2), E. Mehrling (3). Time, 6m. 57½s., 6m. 58s.

Second heat: Johnson (1), Munson (2), Mehrling (3). Time, 7m. 23s., 7m. 26s.

Two-mile handicap: E. Mehrling 15s. (1), J. Valentine scratch, (2). W. Franke and C. Catkins were also

on the scratch, but did not get a place. Time, 7m. 45s., 7m. 19½s.

One-mile professional: T. W. Eck (1), T. B. Botevyle (2). Time, 3m. 36s., 3m. 48s.

Ten-mile race: This was the event of the tournament for the championship between Jenkins, of Louisville, and Crawford, of Chicago. It was a tedious waiting race until the last six or seven laps, Jenkins leading and Crawford hugging his hind wheel. On entering the tenth mile Crawford went to the fore. The excitement was intense as they came down the home stretch neck and neck, the race being declared a tie. Time, 41m. 38s.

After the races Crawford ran one hundred yards in 9½s.

The following were the officials:—

Judges: Howard Thompson, H. Crawford, Jr., J. O. Blake. Timekeepers: John M. Shaw, T. B. Botevyle, J. E. Muchmore. Handicappers: F. E. Yates, W. R. Crawford. Referee: F. E. Yates.

HERMES.

The *Chicago Tribune* in its report of the finish in the ten-mile race says:—

"On the last lap Jenkins regained his lead, but towards the finish Crawford pulled up on him and lost the race only by about six inches. Of course the sympathies of the crowd were with Crawford, the young Chicagoan, and they yelled that he had won the race. After a long talk the judges decided to declare it a dead heat. This caused some feeling among the Kentuckians, and some high words were bandied back and forth, but no one was injured. Those who had no prejudice declared that Jenkins won by a few inches, Crawford making a hard fight to win."

Louisville is not satisfied with the result, and when the tie is run off will be prepared to give odds on Jenkins.

CINCINNATI, 2 MARCH.—The fifth heat of the long-distance championship of the Cincinnati Club was run to-night at Power Hall; time, 38m. The score was as follows:—

	Miles.	Laps.
Wright.....	9	..
McBair.....	7	6
Reed.....	4	2

Reed withdrew on account of a sprained wrist, and the prize was awarded to Wright. This was followed by a five-mile race between Wright, Landy, Will and Warner Galway, which, after an exciting struggle, was won by Landy in 16m. 45s.

F. WINTHROP, 35 Holyoke Hall, Cambridge, secretary of the Harvard Club, will be pleased to hear from all who desire to participate in the races of the club at Beacon Park, 23 May.

THE Louisville *Courier-Journal* says it is probable that Clarence Jenkins will accept the challenge of John S. Prince to race.

THE Cincinnati *Daily Times-Star* says, "Miss Maggie Wallace, having received permission from the League of American Wheelmen, will enter the five-mile handicap at Philadelphia this month. The prizes will be gold and silver medals. Entries will close 3 March." We ought to change the name of the League by adding the words, "and women." We are inclined to doubt the correctness of this report.

THE Harvard *Crimson*, in a recent editorial, said that the race meeting of the Harvard Bicycle Club, on 23 May, had been forbidden by the faculty. This is a mistake which we are pleased to correct.

FROM all appearances it seems that Prince will not have such easy races this season as he had last. Wilson and Young are showing good speed in their practice at the Institute.

MR. H. D. HEDGER writes:—

"Having heard and read so much of John S. Prince's endurance and ability to beat the four best men in America in a twenty-mile bicycle race, they to relieve each other every five miles (a feat which, to my mind, seems impossible), I, being a lover of the sport, and wishing to see such a trial as is proposed, have concluded to offer prizes to attract the best riders, and will give \$100 to the first man in the race and \$50 to the second. I will also make the man who wins the five miles against Prince in the fastest time a present of a pair of ball pedals. I will give gold and silver medals for a five-mile amateur straight-away race, open to those who never won a prize; the race to take place at the Institute Fair building on 17 March. Hoping the above will meet the approval of bicycle riders, I request those who wish to take part in the race to send in their names at once, so as to give me a chance to pick out the four best men to ride against the champion."

Mr. Hedger has deposited with the Boston *Herald* \$150 as an assurance of the bona fide character of the race, which it is intended to run on the 17th of March. Prince will begin preparation for the contest at once. The understanding is that should Prince win against the four riders he shall receive \$100, and if he loses he shall get \$50. If the four men beat him they are to divide the money prize of \$100, and receive additional prizes for good records.

The following professionals have been mentioned as eligible contestants in this proposed race against Prince: C. J. Young, J. W. Wilson, F. S. Rollinson, J. Mellen, W. J. Morgan, W. M. Woodside, C. Smith, Lewis T. Frye, R. Neilson, C. G. Harrison and H. Gaskill.

CHAS. SMITH, the so-called "Champion of the Pacific Coast," is prevented from accepting any challenge at present on account of the severity of our climate, which will not permit him to train with safety. Too bad.

WILSON and Geo. Harrison will meet in a five-mile race for \$50 a side and a gold medal, at the Institute building, Saturday, 17 March.

WHEEL CLUB DOINGS

THE bicycle attachment of the *alleged* Social Boston Club opened the riding season 1 March, with eight men in attendance, including all its road officers. The roads were found to be very muddy.

THE Cortlandt Wheelmen elected Dudley C. Hasbrouck, captain; Henry Tate, lieutenant; S. Allen Mead, bugler; and Ed. F. Hill, secretary.

H. E. MICKY is captain and J. S. Brown secretary of the Fostoria Bicycle Touring Club. The uniform is dark blue. A club draughtsman, to prepare routes, etc., is something new in the official line, but the F. B. T. C. has one, F. Schaufelberger filling the position. During the past year the Cortlandt wheelmen has doubled its membership.

THE Valley Bicycle Club, of Newark, Ohio, is reported to be in a flourishing condition. Its officers are: Captain, Chas.

Kibler, Jr.; lieutenant, Will Fulton; secretary, Robert Ridenour; treasurer, F. O. Crane; executive committee, Chas. Bruner, Geo. Weber, and first four officers, *ex officio*.

THE Albany Club's newly-elected officers are: D. W. Shanks, president; R. S. Oliver, vice-president; A. H. Scattergood, captain; H. Gallien, jr., secretary; F. B. Holdridge, treasurer; E. W. Vine, color bearer; H. Gallien, Jr., bugler; G. F. Brooks, M. D., surgeon, and a club committee.

THE Pennsylvania Club has removed to better quarters, at 1232 North 41st street, West Philadelphia, where they will have ample storage for machines. The new rooms are near Fairmount Park and on the direct road to the Lancaster pike and Bryer Manor.

THE Albany Club are anticipating with much pleasure their proposed trip to Boston.

THE Valley City Wheel Club, of Sidney, Ohio, organized 1 March, with the following officers: President, W. P. Harmony; vice-president and captain, D. R. Orbison; secretary and treasurer, W. A. McCune; bugler, John Wurstner; guide, B. B. Amann. The club has eight members.

THE Laramie Bicycle Club, of Wyoming Territory, have re-elected their president and captain; C. S. Greenebaum is secretary and treasurer; George Garrett, vice-president; W. N. Knabe, sub-captain; B. Wagner, junior sub-captain; H. N. Marsh, quartermaster, and James Clark, bugler. Capt. Owen writes us that the club is in a flourishing condition.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Washington Means Success.

Editor Bicycling World:—The feeling in Northeastern Pennsylvania in regard to the coming League Meet is almost unanimous in favor of Washington. The interest manifested in the affair is such that there will no doubt be a good representation from this region. Scranton has not sent a delegation heretofore, but this year our club will come to the front with a goodly number. Wilkes-barre, Binghamton, and other neighboring cities will also have greater interest than formally, for the reason that their organization, like ours, has reached that perfection that all feel an increased interest in the League. Washington seems to us the point above all others suitable for the Meet, and we are glad, indeed, to notice that the points presented in favor of the capital are being so generally accepted. Let New England come forward and help in making it the success it should be this year at Washington, and

in 1884 we will again rally, and no doubt make a still grander display.

Washington this year means success.

F. C. H.

SCRANTON, PA.

Doubted.

Editor Bicycling World:—I have read with interest the article in your last number, under the head of "Manufacture." "Balanced" or "differential" gears for tricycles, have received of late no little attention from cyclists and makers, and I must say I am surprised at your writer's conclusion "that the slow moving wheel alone is driven," in the contrivances thus far devised. The Starley gear is, perhaps, as familiar to your readers as any, and with that either wheel may be driven by the papals, whilst the other is held motionless. This, I believe, is also the case with the Pritchard and National. These three are the only ones I have seen. Your writer could not have been ignorant of this fact, but I confess that I cannot see how it consists with his theory.

STEPHEN TERRY.

HARTFORD, CONN., 26 February, 1883.

The Coming Election.

Editor Bicycling World:—The annual election is drawing nigh, when League members will be called upon to cast their votes for State officers of the L. A. W. for another year, and, in view of that important election, it behooves every member to consider the matter well before casting his vote, and support none but live and interested workers. The League, as all well know, has passed through various vicissitudes which have tested her very foundations, and, having shown herself to be made of good strong material to withstand the heavy blows with which she has been assailed, she has proved herself worthy of the encouragement of every wheelman in America.

The present prosperous state of affairs has been brought about by a deal of hark work on the part of certain League officials, prominent among whom is our enterprising treasurer. Mr Gilman has at much trouble and expense to himself looked after the affairs of the League in a manner deserving of the highest commendation. He has fired the hearts of all League workers with a desire to do still more for the good of our honored association, while many of those sluggish officers who had not lifted a finger to advance League interests were roused from their lethargy with surprising suddenness by the wide-awake treasurer's hot shot.

We must not forget the great good accomplished in certain districts by chief consuls and representatives, and in those States—particularly Massachusetts and New Hampshire—where League matters are flourishing, it would be desirable to make no change, thus showing our appreciation of labor well done, but as Chief Consuls Pratt and Hazlett decline to continue longer in office, and as the

number of representatives in Massachusetts has been reduced to four, a change will be inevitable. The decisions of Messrs. Pratt and Hazlett will be generally regretted, they having shown themselves so peculiarly adapted for their positions, which they have filled to the complete satisfaction of the League. I mention Massachusetts and New Hampshire as they are the States in which I have especially noted the condition of affairs, and doubtless there are others where the officers have likewise striven to further the interests of the League; if so, I hope their services will receive the stamp of approval by a re-election. Members everywhere, before voting, bear in mind one thing: *Place the name of no man on your ballot who is not an earnest and interested worker for the League.*

GEESEE.

MARBLEHEAD, MASS., 5 March, 1883.

[We hope the advice of our correspondent will be followed. — ED.]

L. A. W.

APPLICATIONS.

Editor Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

GREENFIELD BI. CLUB:	<i>Add.</i>
3451 Herbert W. Wright,	Greenfield, Mass.
LOWELL BI. CLUB:	<i>Add.</i>
3452 N. G. Norcross,	Lowell, Mass.
3454 Charles H. Veo,	" "
257 Fletcher street,	" "
TOLEDO BI. CLUB:	<i>Add.</i>
3455 Walter D. Woodford,	W. and L. E. R. R. office, Toledo, Ohio.
CANTON BI. CLUB:	<i>Add.</i>
3458 G. E. Newman,	Canton, Pa.
3459 Robert Vansycle,	" "
UNATTACHED:	
3453 Charles D. Cooke,	137 Ellison street, Paterson, N. J.
3455 Frank A. Hurd,	Dover, Morris Co., "
3457 Geo. B. Appleton, Jr.,	Appleton National Bank, Lowell, Mass.
3460 W. F. Sherwood,	Binghamton, N. Y.
3461 W. C. Axtell,	Gardner, Mass.
3462 W. R. Toppin,	3159 Wabash avenue, Chicago, Ill.
CORRECTIONS:	
3414 Robert Tenney,	Elmira, N. Y.
3417 Jacob B. Cockendall,	" "
3391 Miles P. Pegram, Jr.,	Charlotte, N. C.
3425 Morris W. Brinkmann,	1013 Arch street, Philadelphia, Pa.
3435 Fred. D. Nelson,	Elmira, N. Y.
3450 Isaac N. Main,	Pleasant Gap, Mo.

League of American Wheelmen.

OHIO MEMBERS, ATTENTION!

The suggestions of members of the L. A. W. in all parts of the State have been urged that at the meeting of the executive committee of the League of Ohio Wheelmen at Columbus, on 12 March, nominations be made for the offices of chief consul and the two representatives L. A. W. to which we are entitled in this election. This executive committee is composed of representatives of the leading clubs of the State, and you may rest assured of good selections by them. We would therefore ask you to await the result of this meeting, as stated, before sending your ballot to the corresponding secretary, and you will be promptly advised of the nominations made. They will be worthy of your approval and generous support, and we trust will receive it. League interests were never more promising than they are to-day; but we need the hearty support of every wheelman in the State toward placing Ohio in the front rank of this organization, and united action now is the best way to secure it. We look for your co-

operation at this important time of election, and trust to receive it. Fraternally, yours very truly,
H. S. LIVINGSTON, *Pres. L. O. W.*

To the Secretary of any Bicycle Club: —

DEAR SIR, — If your club statistics were not published in the recent "special number" of the BICYCLING WORLD, please send the following to the corresponding secretary L. A. W. as soon as possible, as he has papers, circulars, etc., of interest to you, and which he desires should reach you without delay: —

Name of club.
Date of organization.
Number of members.
Secretary's address.
Your attention will oblige him and be of much advantage to you. Fraternally, yours very truly,
FRED. T. SHOLES,
Cor. Sec. pro tem.

Gentlemen of the League of American Wheelmen.

THE following was the membership of the League by States on 1 March, though the accepted applications and renewals since that date will increase the number to over 1,700: —

Arizona.....	1
California.....	5
Connecticut.....	73
Delaware.....	2
District of Columbia.....	7
England.....	10
Illinois.....	94
Indiana.....	3
Iowa.....	4
Kansas.....	1
Kentucky.....	37
Maine.....	12
Massachusetts.....	413
Maryland.....	48
Michigan.....	41
Minnesota.....	4
Missouri.....	49
Nebraska.....	12
New Brunswick.....	1
New Hampshire.....	50
New Jersey.....	41
New York.....	240
Nova Scotia.....	2
Ohio.....	204
Ontario.....	23
Pennsylvania.....	165
Quebec.....	43
Rhode Island.....	26
South Carolina.....	2
Tennessee.....	1
Vermont.....	11
West Virginia.....	1
Wisconsin.....	56
Wyoming Ter.....	3

Total.....1,685
Chief consuls will do well to note the above carefully. While it will be a surprise to some that their State membership is not larger, it can be but a gratification to others to note the growth in their Divisions. The list has been prepared by a careful checking of the roll in this office; and it is hoped that a much larger membership in many sections may be recorded to report at the annual meet. Yours very truly,
FRED. T. SHOLES, *Cor. Sec. pro tem.*

Annual Election of Chief Consuls and Representatives.

THE importance of this annual election will at once be apparent to you, after a thoughtful consideration of the voting clause in the Constitution. Our initial year, under the new *régime*, has passed as successfully as could be expected, while more thoroughly organizing the same. Now, the careful thought of each one of you is adjured, that the gentlemen best fitted to carry on this work may receive your vote. Many States will not care to change their present officers, who have been, and are doing noble work for the advancement of League interests. This should be borne in mind, but let this matter receive earnest consideration by each individual and club in the League. Lest a *single vote* be lost through any error in the form of same, the following instructions are given, and are *expected to be carried out*. Other methods

may be legal, but votes cast not in conformity with these instructions may be rejected: A voting blank will be mailed each member of the League by the corresponding secretary, and this, or a similar blank, properly filled with the candidate's name and address, must be *signed by the individual voting it*. Secretaries may not cast the vote of a club, and one ticket signed by the members of a club will be rejected as well. The ballots may be filled in any manner, and by any one, but they must be *signed* by the individual voter, and he should add his League number.

The polls will close at the corresponding secretary's office, in Cleveland, at midnight, April 10, 1883, and no votes received after that time will count.

When your ticket is properly filled out, enclose it, and *nothing else*, in the accompanying envelope, and mail without delay. If you prefer to use your own envelope, address as per enclosed, marking in the same manner. The experiences of the last annual election have suggested these "instructions" to the committee, who feel that the strict carrying out of the same is the only method of insuring entire satisfaction. You will find the number of officers you are entitled to vote for, opposite your State in the list below, and the committee feel assured of your hearty co-operation toward making this election a success in every respect. Any inquiries will be cheerfully answered by any member of the committee on rights and privileges, or the corresponding secretary.

By the approval of the committee,
FRED. T. SHOLES, *Cor. Sec. pro tem.*
P. O. Box 93, CLEVELAND, OHIO.

California, one chief consul and one representative.

Connecticut, one chief consul and one representative.

Delaware, one chief consul and one representative.

District of Columbia, one chief consul and one representative.

England, one chief consul and one representative.

Illinois, one chief consul and one representative.

Indiana, one chief consul and one representative.

Iowa, one chief consul and one representative.

Kansas, one chief consul and one representative.

Kentucky, one chief consul and one representative.

Maine, one chief consul and one representative.

Massachusetts, one chief consul and four representatives.

Maryland, one chief consul and one representative.

Michigan, one chief consul and one representative.

Minnesota, one chief consul and one representative.

Missouri, one chief consul and one representative.

Nebraska, one chief consul and one representative.

New Brunswick, one chief consul and one representative.

New Hampshire, one chief consul and one representative.

New Jersey, one chief consul and one representative.

New York, one chief consul and two representatives.

Nova Scotia, one chief consul and one representative.

Ohio, one chief consul and two representatives.

Ontario, one chief consul and one representative.

Pennsylvania, one chief consul and one representative.

Quebec, one chief consul and one representative.

Rhode Island, one chief consul and one representative.

South Carolina, one chief consul and one representative.

Tennessee, one chief consul and one representative.

Vermont, one chief consul and one representative.

West Virginia, one chief consul and one representative.

Wisconsin, one chief consul and one representative.

Wyoming, one chief consul and one representative.

FIXTURES.

Friday, 9 March:

Columbia Bicycle Club, ball at Wamsutta Opera House, Attleboro, Mass.

Saturday, 10 March:

Woodside and Morgan 25-mile race, Industrial Hall, Philadelphia.

Monday, 12 March:

Maryland Bicycle Club, annual election of officers, etc.

Meeting of board of officers of L. O. W. at Columbus, Ohio.

Wednesday, 14 March:

Maryland Bicycle Club, first annual dinner.

Thursday, 15 March:

Pennsylvania Bicycle Club, sociable.

Friday, 16 March:

First annual ball Greenfield Wheel Club.

Saturday, 17 March:

Annual meeting Kings County Wheelmen.

Boston Institute building, race meeting.

Wednesday, 21 March:

Boston Bicycle Club, "ladies' night."

Wednesday, 28 March:

First annual "hop" of Laramie Club.

Monday, 2 April:

Lawrence Bicycle Club, annual meeting.

Milwaukee Bicycle Club, annual meeting.

Tuesday, 3 April:

Haverhill Bicycle Club, annual meeting.

Brooklyn Bicycle Club, annual meeting.

Missouri Bicycle Club, annual meeting.

Wednesday, 25 May:

Harvard Bicycle Club, race meeting at Beacon Park.

Sunday, 1 July:

Chicago Bicycle Club starts from Ann Arbor on Canadian tour.

CURRENT CALAMO.

PRESIDENT BATES writes us a long letter favoring Washington as the place for the League Meet. He thinks that there is no place in the country where such a representative body of 'cyclers would be gathered together. He objects to New York on the ground that the benefits would be merely local. As the Western riders have during the past year been staunch supporters of the League, it may be well to consider their desires.

President Bates says that the Western members are strongly in favor of Washington. The length of President Bates's article precludes our printing it.

LOUISE ARMANDO is said to be training in Chicago with the idea of lowering the one hundred mile professional record.

WHEELMEN intending to purchase machines or needing repairs to their present mounts will do well to consult W. W. Stall, whose long experience as a rider well fits him to give intelligent advice.

The advertisement of W. E. Parker & Co., on the first page, is worthy the special attention of those desiring perfect fitting shirts; give them a trial and be convinced.

"JUVENIS" hands in the following: "Will you be so kind as to insert this restoration of a vilely-garbled version in the last *Wheelman*? The title but faintly expresses one's sense of such treatment, especially the "*wrapped*!"

UNSATISFIED.

(OWING TO EMILY F.)

I SPIN all day from dawn till dark,
Besriding a phantom pale,
And often I out-ride the lark,
Out-speed the summer gale;
While, whether I halt by a cooling spring,
Or ride with a burning zest,
A face that I know is following,
A voice in my vagrant breast.

She haunts the sunshine and the shade,
The plain, the hill, the stream,
Till I doubt if she be an earthly maid
Or on y a young man's dream.
Asray if rapt with the phantoms bright,
My life may be truly blest
When the homeing heart of the wheeling knight
Shall possess and be possessed.

OUR attention has been called to a mistake in our Special Number, wherein we credit Keith Falconer with the two-mile record in 5m. 16 $\frac{3}{4}$ s. This is obviously a mistake, the record being 5m. 36 $\frac{1}{2}$ s.

WE have received from H. M. Stillwell a Perfection bicycle lock, which is a very neat affair, and we should judge would effectually fasten the machine. It is fastened permanently to the machine, so is always ready for use.

DR. COLEMAN and party are being well taken care of by the Los Angeles Club, of California.

WHY would not Montreal be a good place for the League Meet? Our mail brings this query.

MR. R. Ketcham, of Newburgh, N. Y., claims to have ridden on the Hudson in February, 1881, and questions "A Cortlandt Wheelman's" right to the claim of pioneer. It is of little importance who was the first.

THE only American Star in the Albany Club was recently destroyed by fire. It was the property of Mr. Wheeler, who is absent from the city and knows nothing of his loss.

THERE may be a few of our readers who see the New York *Cycling Journal*, and we shall leave them to judge of the contemptible meanness of the parting flings which it gives at our editorial predecessor.

We shall not even suggest fables about dead lions. To say the least, it is hardly journalistic or gentlemanly. Mr. Gilman was always the latter, and should retire with the best wishes of every wheelman. We often differed with him in our views, but he remained firm and was not dictated to by any one in his editorial expressions of opinion, for which he always claimed to assume full responsibility.

WE have received a letter from "Nashoonon," advocating the claims of New York for the League Meet. He thinks that the activity of the Gothamites in the support of the League, and the failure, in this respect, of the 'cyclers of Washington, entitle the former to some consideration. Lack of space prevents us from printing his letter entire.

DR. RICHARDSON, in *Good Words*, recommends, as a 'model tricycle,' a double driver, front steerer, band brake, 46-inch wheel for gentlemen, and 44-inch for ladies; adjustable saddle, with easy spring; adjustable handles and pedals.

This latter point is of more importance than would at first be imagined, as every rider has what is called his "personal stroke."

With very few exceptions, the cranks of tricycles are unadjustable, so that it is impossible to change the stroke or leverage.

With machines like the Coventry No. 1 and Humber, which are fitted with bicycle cranks and pedals, this objection does not obtain.

WE should say that, instead of making the crank in one piece, as is now the custom, if it were made in three parts, with those on the either side slotted as an ordinary crank, and the connecting part so bent as to be parallel to the others, and slotted, that the most complete adjustability could be obtained.

Purchasers should see that the band brake is lined with leather, else it will prove ineffectual if any oil should by chance get on to the drum.

HAVING "made up" our paper, we mounted our bike, and, notwithstanding the miserable condition of the roads, enjoyed a short spin last Thursday.

WE saw Mr. Hedger with a friend, on a double, spinning up Columbus Avenue at a good tidy pace.

IN fact, quite a number of our friends are indulging in the pleasures of triking. Consul Everett takes daily rides on his convertible, being accompanied frequently by his wife.

OUR old friend Gilman, too, relieved from the cares of an editor, is "scorching" about the streets of Chelsea.

A. L. ATKINS ran in from Newton, on a National, the other day. He reports the roads to be very good in the early morning, before the sun melts the snow.

THUS it is that the three wheeler is gradually working its way to popular favor.

IT is reported that Portland, Or., is to have a covered track for winter horse

trotting, to be two laps to the mile. If in addition a bicycle track could be laid, what a chance it would be for Oregonian wheelmen.

Mr. Green, of Ohio, says that he has no idea that his bill will pass the Legislature.

HENRY STURMEY's letter in the last *Wheelman* is written in plain English; not so the editor's foot-note. "Alleged" is an effective word in the right place, but out of place it makes a very ineffective and confusing sentence.

WE had an opportunity a few days since to examine a new gearing, for which letters patent have been granted. It is designed for application to the ordinary bicycle with a view to aid the rider in propelling his machine up hill. A poor working, incomplete model and meagre specifications combine to leave in our mind a rather cloudy idea of its application. We should say that to withstand the strain which would be put upon it, it would have to be so heavy as to add materially to the weight of the machine, and its numerous screws and gears we fear would be a source of endless trouble and furnish a noisy accompaniment. We intend to have another look at this contrivance, and, if possible, ride a machine fitted with it.

OUR Peekskill correspondent writes: "We do not take any stock in that cart-before-the-horse machine cycled Star, simply on account of its looks. Why cannot its other opponents emulate our frankness? What we do indorse, though, is the little McDonnell cyclometer. For compactness, utility, and correctness, it cannot be beaten. We also believe in electing only active workers for L. A. W. officers, in the formation of State branches of the League, and in the BICYCLING WORLD, and all other good commonsense ideas. We believe firmly in the L. A. W., making it our boast that we were the first to organize as a real League club, and ten more loyal members cannot be found anywhere. Living, as we do, at the entrance of the Highlands of the Hudson, we are not in the way of many bicycling tourists; the roads between Tarrytown and Garrisons being in general like the celebrated one of Jordan, — hard to travel, — though the journey is worth taking at least once, as a hill climbing and coasting experience."

EXOTIC MEMS.

C. W. NAIRN, of the *Cyclist*, has about recovered from his recent illness, and was on duty at Albert Hall taking "notes" on the show.

A LECTURE on photography and the use of apparatus by wheelmen was given at Anderton's, on 5 February. Why should n't we have one, too?

A MEETING has been held at Anderton's Hotel to consider the advisability of holding a Metropolitan meet of tricyclists.

AN attempt is being made to change the name of the Bicycle Union to the Cyclists or Cycling Union.

A FOOLISH discussion has been carried on in the *Tricyclist* as to whether the Humber is a rear or a front-steerer. Any one who has seen the machine would say at once it is the latter.

THE Bicycle Touring Club will settle the question of a change in name by resorting to a mail vote, by which every member will be allowed to express his preference of names. This is the right way to do when an important change is to be made.

AND now the Englishmen are going to have a five-mile race for sociables, on the high road.

"MR. H. H. SHERRIFF, who has ridden the bi. and tri. for the past nine years, scathless, has broken his leg at a private dance in his own home." — *Cyclist*.

THE new names suggested for the Bicycle Touring Club are "The Cycle Touring Club," "The Cyclists' Touring Club," and simply "The Touring Club." We should favor the latter if a change must be made.

OUR English cousins are getting their fill of wheels and shows. After the "Stanley" came the "Sportsman's" and the "Speedwell's" at Birmingham.

AN American Sanspareil, built for S. T. Clark, of Baltimore, was shown at Albert Hall.

RENNYSON's detachable handle-bar also found a place. Thus is America coming gradually to the front.

THE Surrey Machinists' Company showed a 38-inch racer, weighing only twenty-two and a half pounds complete.

TWENTY-EIGHT ladies went on a run with the North London Tricycling Clubs, recently. Now who will say anything against the tri.?

Dr. CORTIS and wife lunched with Sydney and Suburban Bicycle Clubs, in Australia, shortly after his arrival there.

A CORRESPONDENT to the *Cyclist* writes on the use of the words trike and bike, that "One objection to the use of these abbreviations is, that when Mr. Otto's 'monocycle' comes into use, he and the honorable C. M. and the nobility and gentry will be said to be riding 'mokes,' and this will be derogatory and obscure."

THE Bicycle Union have adopted the following rule: "Any member of the executive who shall be absent 'from more than two-thirds of the executive meetings between any two ordinary council meetings shall thereby vacate his seat unless the executive shall have granted him leave of absence.'"

THE *Bicycling Times* says the Sportsman's exhibition was a greater success than that of the Stanley Club.

A MEETING of manufacturers called by the Bicycle Union to fix a standard for the sizes of 'cycling nuts and bolts fell

through for lack of support. This is to be regretted.

THE *Cyclist* strongly condemns the action of a recent meeting of the Union council in rescinding a recommendation made at a former meeting to restrict the value of prizes. At the first meeting there were about eighty present; at the last half that number were present. This sort of thing is not right.

THE prospects are that the B. T. C. will have its centre in London before long, instead of at Bradford, as at present.

J. W. BENINGFIELD is the new captain of the Pickwicks, the oldest club in England. He was formerly captain, but resigned a year or two ago.

THE English clubs already have in mind the Hampton Court Meet.

AT Villeneuve-sur-Lot, a new society with the name of *Club-Monocycle* is in process of formation. The purpose of this band of monocyclists is to arrange some — races for rolling hoop.

M. JACQUET, president of the racing board of the Grenoble Bicycle Club, has prepared a table showing the distance from Grenoble to the various points of interest around this city.

It is reported that a sewing machine manufacturing company in Brussels has gone into the manufacture of tricycles for the Belgian postal service.

THE president of police of Berlin has forbidden the riding of the wheel in the streets of Berlin.

A MEMBER of the Berlin Bicycle Club, M. Kurts, having been fined for violation of this rule, and after gaining his case in the first and second instance, the president of the police has been sued in the Court of Appeals. It is the earnest desire of wheelmen that he win the third time as well, since that would be equivalent to the abolishment of this obnoxious regulation.

It seems that sidewalk riders are much disliked in France and Belgium. They have a habit of invading walks and promenades reserved for pedestrians.

GERMAN 'cyclers are divided into two divisions: The North German League, with headquarters at Hanover; and the German League, which has headquarters at Munich.

ALL the bicycle clubs (to the number of thirty) in the north of Germany, are members of the North German League; which, also, can boast of the best German riders.

AFTER returning from the races at Pau, Terront has been obliged to confine himself to his bed; but, according to the latest reports, has been growing better, while still needing a few days rest to restore his health.

DECIVRY has commenced training for the races in England, in which he will take part, about the last of March.

PIERRE MICHAUX, who made the velocipede a machine of some use by the application of the pedal and opposite pro-

jecting cranks in 1855. died the ninth of January last, aged sixty-nine years. at the home of his old age, in Bicetre (France). He was a carriage smith at Paris. One day, while repairing a Draisine, the idea of applying cranks came to him.

THE *Bicycling Times* is "down on" tricycle racing, though why, we can hardly see, as the same reasons which make bicycle racing advisable would apply to the tri.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

C. F. H., Boston.—Thanks. See "Currente Calamo."

F. B. C., Boston.—Thanks for congratulations.

D. C. H., Peekskill, N. Y.—Thanks. Would have printed entire, but lack of space prevented.

HERMES, Chicago.—Thanks. Have used.

L. E. E.—We do not care to go into the thing you speak of. We prefer to be a looker on and enjoy the fun as you do.

F. C. H., Scranton, Pa.—Thanks. Will write you.

G. M. Berr, Columbia, S. C.—We know of no work of the kind.

A Good Thing.

THE OVERMAN WHEEL COMPANY:—

Dear Sirs,—My 57 inch Yale, light roadster, which you have so beautifully finished in Harrington's enamel, black, full-polished, has come to hand.

My experience with "finishes" for the past four years has been varied in everything but the result—rust. Burnished steel lost its lustre in spite of continuous and frantic efforts to preserve it; nickel spotted and peeled; paint absorbed oil, scraped off on the slightest provocation, and looked lugubriously dingy. I shudder to recall the hours of scouring, greasing, and polishing that are irrecoverably sunk into my 'cyclic past.

But now I am at peace with my wheel and the world. I gaze at the glistening jet over which I have just thrown a bucket of water, and a feeling of ineffable happiness steals over me. The skies may lower, the rain fall, but never again will the thought of arduous clean-ups deter me from my longed-for spin.

Harrington conveyed one priceless blessing upon wheelmen when he gave them the cradle-spring. His enamel is quite as worthy of appreciation. Yours truly,

LLEWELLYN H. JOHNSON,

O. W.'s N. Y. Bi Club,

Chief Consul L. A. W.

ORANGE, N. J., 17 February, 1883.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

FOR SALE.—A bargain. A 52-inch British Challenge; full-nickelled, except rims with gold stripe; ball pedals, automatic alarm, king of road lamp, handy tool-bag and tools; guaranteed in perfect order. Owner has bought larger wheel: \$110. E. F. LE CATO, Secretary Md. Bi. C., 105 South street, Baltimore.

WANTED TO EXCHANGE A 50-INCH Standard Columbia; nearly new, for 50-inch machine; good make; or will sell or buy for cash. Address, giving price, description, and name of machine, G. L. PARMELEE, 15 Chester park, Boston.

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ST. LOUIS, MO.—Garvey's Bicycle Agency, 405 Chestnut street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 S. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

BICYCLERS' SILVER LUSTRE POLISH.—The best known polish for cleaning and keeping bright—nickel-plate, free from all acids, highly recommended and extensively used by bicyclers. Sent post free on receipt of 25 cents. Address SILVER LUSTRE CO., P. O. Box 461, or No. 95 Walnut street, Cincinnati, Ohio.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

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SAFETY STEP.



No. 3.

This improved Step secures a firm and positive foothold while mounting, all danger of cutting the leg or clothing being obviated by the **Safety Flange** and inwardly projecting teeth, the outer edges of which are bevelled, as an additional safeguard.

Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of dealers generally or of the Inventor and Manufacturer,

G. F. HARWOOD, Worcester, Mass.

For terms to agents, address as above.

Price, Plain, 50c.; Crocus Polished, or Nickelled, 75c.

March 17th. March 17th.

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BICYCLE REPAIRER,

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1st EVENT.—20-Mile Race, between JOHN S. PRINCE, Champion, and four of the Best Professional Riders in America, for a Prize of \$100 for the first, and \$50 for the second, given by H. D. HEDGER. The man who rides the five miles the fastest against the champion will receive a present of a Pair of *Aeolus* Ball Pedals.

2d EVENT.—A 5-Mile Straightaway Race for Amateurs who have never won a Prize. First Prize, Gold Medal; Second Prize, Silver Medal. Entries will close for the Amateur Race on Tuesday, March 14. All entries must be sent to HARRY D. HEDGER, No. 8 Church Street, Boston, Mass.

3d EVENT.—A 5-Mile Race, between J. W. WILSON and GEORGE HARRISON, for \$50 a side. Mr. HEDGER will present the winner of the race with an elegant Gold Medal.

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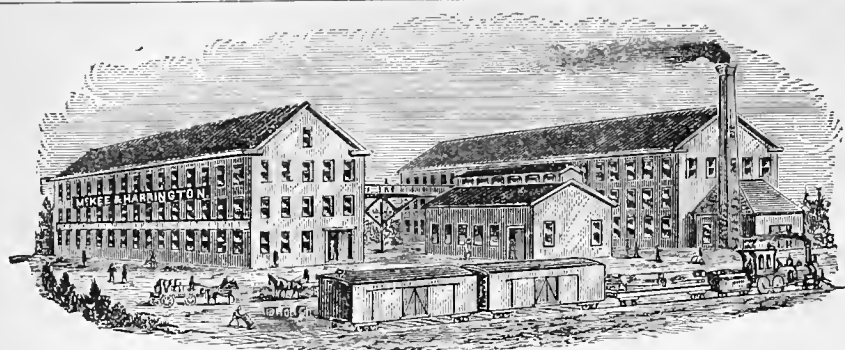
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New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

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* As good as new; run very little.

† First-class order.

|| In first-class order; shows only wear on tyre.

Ⓔ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

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BOSTON, 16 MARCH, 1883.

Volume VI.
Number 19.

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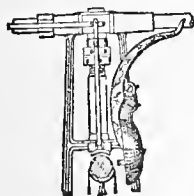
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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
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HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

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With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

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WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

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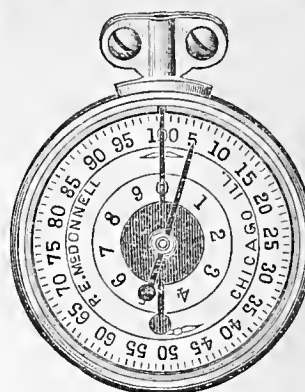
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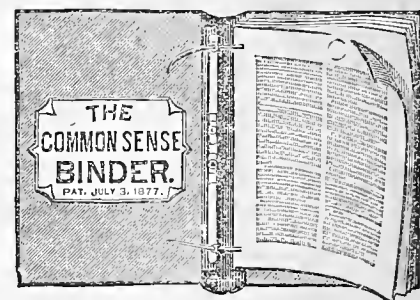
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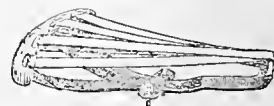
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Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass

BOSTON, 16 MARCH, 1883.

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TO FOREIGN MANUFACTURERS.

A CORPORATION known as the Foreign Exhibition Association has lately been organized under the laws of the Commonwealth of Massachusetts, its objects, as stated in the certificate of incorporation, being:—

"The general improvement of the manufacturing and mechanical interests of the United States by means of holding worthy and adequate exhibitions of foreign manufacturing, artistic, and industrial productions; the improvement of educational facilities afforded to artisans; the providing of foreign libraries of reference, for use at such exhibitions; the providing of lectures and discussions on subjects of industry, science, and art; and the providing of all other proper means by which these objects can be accomplished."

It is proposed to hold the first exhibition in this city at the Mechanics' Fair building for a period of six months or more, from 1 July, 1883. Agents have been appointed to visit all the principal industrial centres in Europe and Asia, and a committee of the board is arranging for such assistance as our consuls and consular agents all over the world can render. This exhibition is to be peculiar, inasmuch as only foreign industries will be represented, and, by an act of Congress, the exhibition building is made a bonded warehouse, so that foreign manufacturers can exhibit their products without payment of duties, except on goods actually sold. The objects of the promoters of this exhibition is to educate the public and increase their knowledge of foreign industries and to incite our manufacturers to equal or excel foreign producers. We address this editorial to foreign manufacturers of bicycles and tricycles in hopes that they may appreciate the advantages which would accrue to them by a complete display of the various kinds of machines.

If we look back we can trace the introduction of the modern bicycle almost directly to the Centennial Exposition at Philadelphia, in 1876. Unless we are much mistaken every machine there shown was subsequently disposed of, which illustrates exceedingly well the benefits to be derived from such shows. There is an immense field in this country for the disposal of first-class mounts, both two and three wheelers, and it only requires a little effort on the part of a few leading makers of machines in England, and the riders of America will have an assortment to choose from that will induce wheelmen from all parts of the country to visit this city and purchase wheels for the following season. If we could have a reproduction of any of the shows recently held in England it would be of incalculable benefit to exhibitors and riders alike.

We are in communication with the promoters of this exhibition, and would be pleased to furnish any information desired by foreign makers or American importers.

How many representatives shall a State have? This is the question which rises to confront the League now that the secretary has announced the allotment. The Constitution says:—

"Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treas-

urer, chief consuls, one from each State, and representatives, one for every hundred League members in each State."

Under a strict interpretation of this rule we cannot see how a State having less than a hundred League members can claim a representative. It seems plain beyond contradiction. Nevertheless the position is disputed by those who say that the intent of the rule was to allow one representative for every hundred members or fraction thereof. Secretary Putnam explained the rule before it was adopted, and claimed that "under it if there are only fifty members in each State, that State will still be entitled to a representative." Here are three explanations of an apparently plain rule. The rule will give no representatives to the States that have less than a hundred members; the intent will give Massachusetts five; the Secretary's will give Mass but four. The latter is the position which Secretary Sholes has taken; and, since it is too late to come to any better understanding, it will be well enough to accept his interpretation and alter the rule if necessary at the League Meet. To our mind a State should have a representative for every hundred members or fraction thereof, for certainly one hundred and ninety-five members are entitled to a larger representation than five.

WILL the racing board rise and explain why they require ten days' notice of a projected race? We fail to see any good and sufficient reason for the demand, and, on the contrary, we can see many obstacles to conformity with such a rule. Many races are gotten up in a week, and how many programmes can be fixed ten days in advance? It is the practice, and a good one, to close entries about two days before a race, and post entries are common. It is often found necessary to change the conditions, as the Springfield people did last year, when they handicapped Moore in the five-mile race. Again, who ever saw a corps of officers come to time? Suppose the racing board investigates one set of officers ten days before the race, and an entire new set serve? If these things are not to be looked into, why the "ten days' notice to allow time for investigation"? The board is wrong. Investigation should come afterwards, and if the rules have not been complied with no record should be allowed. This is a country of magnificent distances, and the requirement will be to the great disadvantage of parties at remote points.

While we are considering the racing board, we wish to protest against the unwarranted interpretation of racing rule 1. According to that rule any party competing in unsanctioned races is debarred from competing in "future League races," meaning races held by the L. A. W., and not those approved by the L. A. W., as the racing board would have us believe. Accept the board's interpretation, and consider what amount of work will have to be done by those who get up races in weeding out those men who have competed in races not approved by the League. The result will be that race committees will not see the racing men thus debarred, and the League will be treated with contempt. How many racing men are there in this country who have not run in races not approved by the League? We hope the board will reconsider this regulation, and substitute only the simplest. If race committees want sanction send them a set of rules and ask for a report of the race. No more is needed. No more should be asked.

As the time approaches for the meeting of the League officers there is an increased interest felt in the selection of the place for the annual meeting.

NEW YORK and Washington are the only cities whose claims have been vigorously pressed. New Yorkers want us to come to their city, while outsiders want to go to Washington.

WE are half inclined to think that our New York contemporary is right in advocating the abolishment of the annual Meet, and recommending that it occur but once in every three years. This would be such a radical change that we hope no hasty action will be taken in regard to it.

THERE was considerable surprise felt when it was announced that Massachusetts had lost during the past year six representatives in the League's board of officers. We confess that we were much astonished to find that this State had fallen off so in membership. We now learn, and on pretty good authority, that there was an error in announcing the previous membership, and that Massachusetts never had a thousand members. On the whole, the membership has of late increased. This is a statement we are glad to make because it is but just to those who have worked so hard to perfect the organization of the State Division.

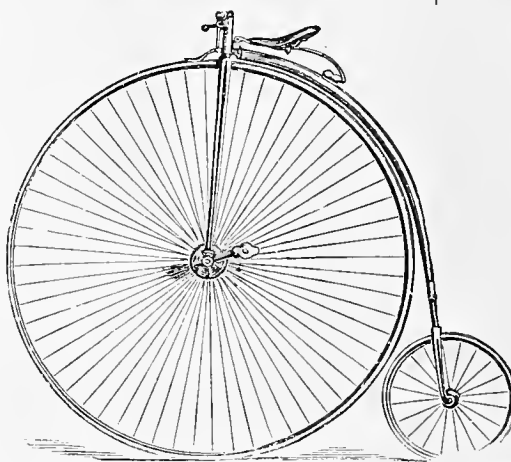
It is useless to deny that to secure a practically permanent membership some effort must be made to make the benefits of the League more apparent. The first step towards this must be effective State organization. This will tend to bring the League nearer to each member and he will take more interest in its welfare.

WE had occasion a few weeks since to call attention to a proposed restriction on bicycle riding in Macon, Ga. Our Georgia correspondent writes us that nothing has yet been done in the matter, but that the wheelmen, by judicious action, are securing a division of public opinion. The various court decisions, compiled by Mr. C. E. Pratt, will be furnished to the members of the city council.

WE referred last week to a plan for obtaining adjustable pedals on the tricycle. We consulted Mr. Pratt in regard to its patentability, who smilingly told us that he had thought of the same thing, and was taking out a patent on his invention. This was flattering to us, but not consoling.

MANUFACTURE.

The British Challenge.



MADE BY SINGER & CO., COVENTRY, ENGLAND. IMPORTED BY STODDARD, LOVERING & CO., BOSTON.

THOUGH a recent addition to our catalogue of wheels, the British Challenge has won an enviable reputation as a first-class roadster, suitable for touring and rough work. In general appearance it is neat and shapely. Its weight is moderate, a 52-inch machine which we weighed last summer tipping the beam at forty-four and a half pounds, and another, weighed at the rooms of the importers a few days ago, registering a pound more. The

rake of the forks is being much discussed of late, the general tendency being towards more rather than less rake. The machines which we have measured vary somewhat in this respect, but none of this make had a rake of less than two inches, and we find the average to be about two and one quarter inches. The improvements of the past year consist mainly in greater attention to details. The handle bar, which is of solid steel, held firm in a lug, has been lengthened and dropped about an inch and a half. The non-sliping pedals, of which there has been more or less complaint, have been discarded, and the rubber plugs replaced with Hancock rubbers. This change will, doubtless, please many of our correspondents, who denounced what one of them termed facetiously, the "little rubber jiggers," which were continually breaking off or pushing through. The plain saw step has been rejected, and in its stead we find Harwood's safety pattern. The adaption of this step was the result of careful investigation of its merits, and will no doubt be appreciated by the riders of this wheel. The workmanship and material are of the best, and we can discover no "outs" about the machine. The patent British double ball bearings to the front wheel is a specialty, and consists of three parts, exclusive of the balls themselves. The central collar is attached to the fork end by a lug bolt and check nut, and transmits the weight of the rider from the fork to the wheel. This collar is made in one piece, a grooved ridge in the centre separating the two rows of balls and giving the inner bearing surface to each. Attached to the outer face of the hub is another steel collar properly grooved to furnish the outer bearing surface for the inner row of balls. The adjustment plate or outside collar is also grooved, and forms the outer bearing surface for the outer row of balls. Both of these collars are screwed on the axle, thus doing away with the necessity of turning the grooves upon the axle. The adjustment is had by turning the outer plate, which is held in place by an adjustment screw passing through the crank. The inner plate remains permanently fixed to the axle, and furnishes a rigid background for the other collars to press up against.

On the rear wheel is used the Challenge single ball bearing, very neat and easy running, the balls being kept apart by a perforated collar, the usual cone adjustment being used. To clean this bearing the wheel can be easily removed without springing the forks. The head is of the favorite Andrews pattern, with four and a half inch centres, the sharp end of the cones being slightly flattened. A full and detailed description of this will be found in a former issue (Vol. VI No 9). The British Challenge spring used on this machine is also of interest. The

head of the spring is hinged to a shackle, which is fastened to the neck of the backbone, allowing considerable forward play. The tail is hinged to a double rod; two short cylinders, about an inch apart and filled with rubber, are bolted to the backbone. Two bolts connect the double rod by passing through the rubber cylinders, that of the lower one being nearly at the top of the cylinder, whilst the other is nearly at the bottom. As the tendency of the spring under weight is to press the lower bolt down and the upper one up, we have a kind of lever with two fulcra, each resting on a yielding cushion of rubber and severing the end of the spring from metallic connection. We have received many letters in regard to this spring, the writers of which speak well of it as easy and comfortable. The brake is of the ordinary double lever grip pattern, well secured to prevent rattle. We notice an improvement over those of last year in the extension of the handle lever well out towards the end of the steering bar. To examine briefly the remaining parts of the machine, we find the wheels are fitted with steel crescent rims coming well up around the tires and fitting close at the edges. The tires are Hancock's patent, seven eighths to front and three quarters to rear wheel. One inch and three quarter inch round rubbers may be had if desired.

The hubs are of gun metal, five inches in diameter and six inches apart, well recessed, so that, though full wide to secure strength, the tread is not over broad. The spokes are of No. 12 wire gauge, of the butt ended pattern, screwing direct into the hubs; there are sixty to front and twenty to the rear wheel, which is seventeen and a half inches in diameter. The backbone is elliptical in form, of weldless steel tube, one and five eighth inches by one inch, well shaped, and following the curve of the wheel closely. The importers claim that "owing to the close build of this machine, and also to the British Challenge spring, riders can use a wheel one size larger than they usually ride, viz., 32-inch leg 52-inch British." The forks, both front and rear, are hollow and fluted, strong, rigid, and not over heavy. The cranks are fluted and detachable, with four inches to five and a half inches throw, and provided with notches to keep the pedal from slipping. One of our correspondents complains of the key which secures the crank to the axle wearing loose. We do not see why this should be so if the key is driven home and the check nuts screwed up tight. The leg guard is effectually fastened in small lugs on the inside of the forks by screws to prevent any rattle. The machine is finished in half nickel and paint, though the taste of purchasers is catered to, and full nickel, paint, or enamel may be had on special order. Horn or rubber handles, a suspension saddle, tool bag, oil can, and Challenge wrench complete the machine, which is well up to the times. We have received many letters from riders in various parts of the coun-

try, who unite in the opinion that the British Challenge is a first-class rigid roadster, handsome in appearance and up to any amount of rough work. The faults noticed by one or two of our correspondents have been remedied in this year's machine. We had intended to fully illustrate the peculiarities of this machine, but the electrotypes were lost on the ill-fated "Glamorgan."

CURRENTE CALAMO.

THE *Wheelman* will shortly appear in a new cover.

MR. E. W. POPE returned last week from a business trip through the West.

REV. GEO. PENTECOST and his brother Hugh have become devotees of the bicycle, and will be seen about Brooklyn the coming season.

CAPT. EVERETT, of the Boston Club, who rides a Coventry Convertible, has made an attachment for an auxiliary seat for a child, which he uses with good success. Mr. Bassett, of the Chelsea Tricycle Club, who rides the single form of the same machine, has also an attachment of a different kind for the same purpose. The former throws the extra weight midway on the machine, but the latter has put the greater portion of it on the driver. Mr. Bassett's seat is the best, in our opinion.

WE would call the attention of all League members to the proposed amendments presented by F. S. Pratt. We shall have something to say in regard to them next week.

To avoid any mistakes, it would be well for all members who have not voted to read carefully the minutes of last year's meeting of the committee on rights and privileges.

A. P. MESSENGER, formerly prominent as a professional bicyclist and gymnast (he was one of the first who ever bestrode the "silent steed" in America), is now filling a responsible position in the house of R. H. Macy & Co., New York.

ED. F. WOODCOCK, of Albion, Mich., has our sympathies in his grief for the loss of an infant son.

PATRONS who send remittances in postage stamps will oblige us by using no higher denomination than the three-cent. Canada correspondents are reminded that we can do nothing with their stamps. The postal note bill goes into effect 1 July, for which we are truly grateful.

OUR Philadelphia correspondent, in writing of the races on Saturday, says, "Smith was no match for either of his competitors, and would have been better off at home. Crawford soon made up his 5s., and trailed Green until the latter fell, both having passed Smith. Crawford then went to the front and gained a lap, and, but for Smith's interference, would have won the heat. When Smith (who hails from England, belongs to the M. A. C., and has been mixed up in sev-

eral rides that it would possibly be well to ventilate, and has recently taken to the Star) found that he was left, he commenced as dirty a piece of foul riding as it has ever been my misfortune to witness. Seeing that Crawford had the best of the race, Smith deliberately undertook to hinder him by riding slow and wide every time that Crawford passed, finally riding him so wide at the upper corner that Crawford was driven into the benches and fell headlong." If these charges are true, and from the source of our information we should say that they were, we trust that the racing board will investigate the matter thoroughly and bar Smith from future races.

THE social event of the season in North Attleboro' was the ball of the Columbia Bicycle Club, last Friday, at the Wamsutta Opera House. Harry Tufts gave an excellent exhibition of fancy riding.

W. C. AMES & Co., of North Attleboro', Mass., have invented a neat bicycle button. Clubs going in for new uniforms will do well to write to them.

OUR Marblehead correspondent, "Geesee," comes forward at "the eleventh hour," with an excellent letter favoring New York as the best place for the League Meet. His letter was received so late that we cannot find room for it, but he argues that the benefits would be greater if held there than in any other place. He thinks New England should wait for another year, at least, and objects to Washington on the ground of the heat at that season of the year in that city, and also to the small number of League members there. He concludes his letter thus: "Having carefully considered the different places suggested, New York seems to offer the greatest inducements, and 'taking one consideration with another,' is justly entitled to the honor this year."

JUST as we go to press comes a letter from S. P. Moses, Jr., secretary of the Capital Bicycle Club, saying that it will be impossible for it to hold the race meeting in May postponed from last November, as the course pursued by the Garfield Fair Association, in refusing to aid the club after it had assumed liabilities to the amount of nearly \$500, has left it in no position to hold the races single handed. The secretary adds that if the League comes to Washington the club will turn out forty strong, and take its place in the rear of the procession. The club has no desire to influence League action, but will do all in its power to make the Meet a success should Washington be chosen.

WE notice that several of the States have but one member each of the L. A. W. The condition of mind in which these gentlemen must be at the present time is something awful to contemplate. The States in which they reside are entitled to a chief consul and a representative, and they are expected to cast a ballot for themselves for both of-

fices. Having got the election they will, of course, nominate themselves for consuls for the various large cities in the State. Remedy: Get others to join.

WE notice that several falls have occurred in Cincinnati through the breaking of parallel pedal pins. The *Times-Star* says, "The boys are now beginning to do some pretty hard thinking."

MR. V. C. PLACE is in New Mexico, showing the "greasers" that the bicycle is better than a horse for twenty miles of road work. The roads are said to be very good.

WE have a letter for W. S. Rollins, which we will forward to him on learning his address.

WE shall publish a supplement to our special number, 1 July, giving corrections to date.

H. W. WILLIAMS is the next C. T. C. consul for Massachusetts, vice J. S. Dean resigned.

MR. HENRY W. WILLIAMS wishes to state emphatically that he has not given up his bike.

ADRIAN GODFREY, of Bridgeport, Ct., is to ride a 60-inch machine, under the handle-bars of which a man five feet eight inches could walk without touching a hair. This is the largest bicycle, they say, in the State. — *Herald*.

We wonder what make of machine this is that has its handle-bar eight inches above the tire?

JAMES O. MUNROE writes that he is not a candidate for League representative of New York State. C. K. Alley, of Buffalo, has been nominated for the position, and this nomination is seconded by Mr. Munroe.

A CORRESPONDENT suggests that the League change its date of meeting to later in the season, and then select one of the numerous fashionable watering places for the event. He argues that a Meet held at Saratoga, in July, would attract the attention of thousands of people from all over the country. These people would be on pleasure bent, would have leisure to attend the parade and races; and, moreover, the hotel proprietors could be induced to offer valuable prizes for a race. He further urges that if bicycling be made a prominent sport at the watering places, it will do much to further the spread of the wheel.

ONE of our heavy riders had occasion, the other day, to leave his bicycle by the side of the road, while attending to some business, and, fearing that some one would meddle with it, fastened the following card upon a post against which his bicycle was leaning, "The owner of this bicycle weighs two hundred and thirty pounds, and is a heavy hitter. Will be back in fifteen minutes." When he returned he found his bicycle gone, but on the card was written, "The man that stole your bicycle rides fifteen miles an hour, and will not be back at all." Moral: Buy one of the Perfection bicycle locks.

WE trust every chief consul and representative will attend the meeting of the board of officers, at Worcester, 27 March.

IT is said that the reason why so many Methodist clergymen ride the bicycle is because they were originally "circuit riders."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Re Coventry Rotary.

Editor Bicycling World:—Although I am not at all anxious to clinch with one so well versed in tricycles as Mr. Julius Wilcox, still, I should like, if you will permit me, to make a few remarks on the other side of the question of Coventry tricycles. I gather from his statement that he has not used a balance geared front-steerer as much as he has the double steering machine. I have had some experience on both, but more on the former than the latter. Mr. Wilcox seems to think that in a balance geared machine the lifting of the front steering wheel in hill climbing is a serious defect, but I have not found it so. Owing to the differential gear the machine will run in as straight a line with the wheel in the air as when on the ground, and will keep its steady, direct course up the hill, while the Coventry is digging the front steering wheel into the hill all the way up. In the descent the weight of the rider is thrown back, leaving very little weight on the front wheel (but enough to steer with), consequently less friction and more speed, and in case of a violent shock or sudden pressure of the brake, the weight of the body is thrown forward on to the broad and stable basis of the three wheels, and one does not have his life scared out by the swinging of the machine, as in the Coventry.

In a balance geared front-steerer we get the bite of both wheels on the ground in hill climbing, and I never yet had them slip or skid under the strongest pressure of the pedals. The Coventry's single driving wheel is constantly slipping. I seldom get into a tight place on a hill but the machine is slowed and sometimes fairly stopped by the skidding of the driver. Both chair pattern tricycles are, on an average, thirty-nine inches wide and, steering with only one wheel, require a very severe shock to swerve them from their course, and it is an easy matter to dodge stones and holes, but take a 29-inch Coventry and spurt it along the road, or fly a hill with it, ten chances to one you strike something with your front steering wheel, and if you do succeed in dodging it with that wheel, *whack* comes down the rear steering wheel on it, and swoop goes the machine towards the gutter. Perhaps Mr. Wilcox will say that it is easy enough to go around the obstruction. I have tried that scheme when speeding on a Rotary, and have no desire to try it again. The machine is too narrow for the operation. If I met the same obstruction while riding a differential geared

trike I should tilt the front wheel up for a second, and take the obstruction as a steeple chaser does a fence, on the fly.

Three more objections I find in the Coventry. 1st. The side drags of the two steerers (in a double driver all the wheels work in unison and help each other). 2d. The necessity, from the style of pattern, of making all the turnings toward the left, instead of to the right, as the law of our roads require. 3d. The gearing of the machine level. All the Coventrys I have seen or heard of near Boston have been altered and geared down to about 46-inch machines. To sum up, I have not found the Coventry Rotary as safe, as steady, as easy to drive, as good a coaster or hill climber, nor as well made as a front steering, differential geared machine like the National. LEICESTER.

Tricycles and Country Roads.

Editor Bicycling World:—The inquiry of "A. B. H.," in your issue dated 5 January, is partially answered by your editorial on the same page. It is difficult for a Britisher to accurately judge what such roads as your correspondent describes are really like, but I may say with confidence that where a bicycle can go there also can a tricycle, of course supposing there is sufficient width. I believe that in many parts of America the bicyclists ride on the narrow footpaths at the sides of these foundrous roads; in that case, of course, a tricycle would be at a disadvantage, because of its width being too great for a narrow path; but surely your footpaths are, like ours, crossed at frequent intervals by water-courses or gullies, to let off the water into the ditches, so that a bicyclist must be constantly jumping off to avoid croppers at such points? However, even this may not be so, and as I don't know, I won't prophesy as to the future of tricycling on such roads, as your Kankakee correspondent speaks of. This, however, I will say: that I find that a tricycle is infinitely preferable to a bicycle for use over our worst roads, and throughout the present winter I have ridden daily on my tricycle with a degree of comfort and pleasure which was wholly unknown in my bicycling days. *Par exemple:* on Christmas eve I started at 12.20 A. M., and rode from London to Southend-on-Sea, a distance of about forty miles, by moonlight; the roads were indescribably bad, much rain having sodden them, and the variations of temperature at every few miles resulted in a similar diversity of road-surface, varying from sloppy mud six inches thick to hard-frozen ruts which would have infallibly upset any bicyclist. I firmly believe that had I been on a bicycle I could not have ridden a single mile of the distance without being pitched over; yet on my geared-down, front-steering, double-driving tricycle I rode every inch of the way, up hill and down, although the resistance and vibration combined to reduce the pace to an average of five and a half miles per hour.

On the return journey the same day, by another route, the roads were even worse; and even in daylight I could only have ridden about eight miles, out of the forty, on a bicycle. "A. B. H." asks about the side-steering tricycle, — presumably meaning the Coventry Rotary. No; I do not recommend it for such roads. A front-steering, double-driving tricycle is best suited to plough and bump amongst mud and ruts. The Premier and Cheylesmore Imperial, are two of the best types for such work. As to carrying a passenger, I am afraid it would be hard work, unless a real sociable tricycle was used, worked by both riders. An idle passenger, being so much dead weight, would scarcely be practicable on very hard roads, but a genuine sociable, worked by both its riders, would answer splendidly if well selected, to suit the roads.

I shall be pleased to afford any further information your readers desire.

A. J. WILSON.

151 POWERSCROFT ROAD, CLAPTON, LONDON, ENGLAND, 22 January.

A Bit of Correction.

Editor Bicycling World:—Writing from a cut only, I was in error, last week, in saying that the Aurora tri., which is a copy of the Coventry, steers with front wheel only. Instead of having one long steering rod, connected to both wheels on opposite sides of the steering heads, the Aurora has a rod for each wheel, connected on the same side of the centres, but with the racks on opposite sides of the pinion; this moves the wheels together in opposite directions, and effects the double steering as before. This machine is also out as a double, being in all material details a copy of the Coventry Convertible. As Starley's patent on the steering, if it is anything at all, must be a broad one, covering the working of the wheels in opposite directions, I must suppose this copy to be licensed under the patent, although rather surprised that the owner should consent.

In writing of gearing down, recently, I was slightly inexact in saying that the gearing down will be fractional unless the number of teeth on the wheels is an even one, for a 51-inch wheel with seventeen teeth on it would gear down evenly three inches for each tooth removed from below. The exact statement is that the gearing down will be fractional unless the number of teeth on the hub will divide in the inches diameter of the wheel without a remainder.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 24 February, 1883.

A Correction.

Editor Bicycling World:—The account given in *WORLD*, 2 March, of Kentucky Bicycle Club races is wrong in almost every particular. The races were held on 12 January instead of 23 February, as the account has it. The principal event was the five-mile dash between Louisville, Chicago, and Cincinnati.

The entries were N. G. Crawford, of Louisville; W. R. Crawford, of Chicago; and W. H. Reed, of Cincinnati. Louisville Crawford won in 17m. 58 $\frac{3}{4}$ s.; Reed second, quarter mile behind, time not taken. Chicago Crawford, after falling twice and breaking his machine, withdrew on the first lap of third mile. Your account has it that Chicago Crawford was the fastest rider. He certainly failed to show it. If he had been he would have won the race and not been lying all over the floor in his endeavors to keep up with our Crawford while making the turns. And about Chicago Crawford making that celebrated five-mile time of his, 16m. 7s., that is all talk. Several of the Chicago boys, while here, when asked about it, laughed at the idea of any one believing it, *i. e.*, any one who knows the boy. We have noticed in several papers, and it has been going the rounds that "it is reported that W. R. Crawford made five miles in 16m. 7s." That is all, "it is reported," but, as you know, reports are not always true, and in this case it most emphatically is not. We have another crow to pick with Chicago, and it is this. In Chicago, on 22 February, C. H. Jenkins, of Louisville, ran a ten-mile race against W. R. Crawford, and won the race, beating Crawford by fully six inches or more, and the judges, after deciding the race in Jenkins's favor, changed their decision and called it a dead heat. Mr. Yates, one of the judges, is the individual that, when asked why he changed his decision, said that several bystanders told him they thought Crawford won, and he changed his decision accordingly. It is the first time we knew that a judge rendered his decisions by what other people said, and not what he saw and what he was put there to see.

PATIENCE.

LOUISVILLE, KY., 6 March, 1883.

[We had every reason to believe that our information was correct, but, since it was not, we are pleased to allow this correction to be made. — Ed.]

Fancy Riding.

Editor Bicycling World:—The decision of the referee in favor of Murray, in the Murray-Slee fancy riding contest at the West End Skating Rink, Baltimore, Tuesday, 6 February, has prompted the inquiry: *What are the chief features of merit in a fancy riding contest?* In reply to which we would be pleased to hear from some of the older fancy riders. At the contest mentioned Slee was admitted to have had better control of his machine while same was in motion, and was possessed of more ease and grace in his riding, mounts, dismounts, and vaults; especially noticeable were his pedal and one-wheel riding, his vault-mount from rear, both legs over handle-bar, and his upside-down mount, where machine was stood upon head, large wheel straddled, back-bone, fork, and saddle pulled into position, body swung into saddle, and wheel propelled forward, — this mount he

performed as easily as if it were the amateur mount from step. Murray excelled in his stands and balancings of his wheel, being much assisted in these by the wide swing of his open-head machine. His stands with feet in spokes, on tire, body clear of machine, and with both legs in front of handle-bar, face front, and also back, were very good, and won for him much applause. Slee was not entirely deficient in this line. He succeeded in getting a handkerchief from the hub of his wheel and replacing it; also, in doing some very pretty feats of balancing on the hub of his machine, though he did not hold his wheel as still as Murray, and failed in several of the more difficult stands.

If "stands" are to decide these contests, why call them *riding* contests? If a man's ease, grace, activity, and variety of movement are to count for nothing, if his control over his machine while in motion adds nought to his prestige as a rider, is there any true merit in these exhibitions as *riding* exhibitions? Why not have balancing contests and medals for champion balancers? It might bring into the field many men who have been ashamed to go on the road on account of their awkward management of the wheel.

A MINORITY QUERIST.

[We have no doubt the judges and referee can give satisfactory reasons for their decision. — Ed.]

WHEEL CLUB DOINGS

THE Boston Ramblers, as usual, well to the fore, had their first club run on 4 March. Seven men braved the cold, which was quite severe. We meant to have been with them, but were prevented by another engagement.

THE Massachusetts Club at its last meeting voted to widen its wheel-room door, that the trikers might get in. A bath-room will also be provided, which will greatly increase the comforts of its members.

THE Portland Club's tour through Maine promises to be a great success. The party start 18 June, for a week's trip, taking in Eastport, Calais, St. Stephen, Dennysville, Machias, Campobello, Grand Menan, etc. Among the wheelmen who have agreed to go are W. V. Gilman, C. E. Pratt, H. W. Williams, E. K. Hill, Rev. S. H. Day, C. H. Lamson, and F. A. Elwell. The latter gentleman, it will be remembered, wrote an interesting article in the *Wheelman* of February, entitled "Come East."

WHEN such a party of 'cycling lights get together nothing but good can result.

THE Milwaukee Club, at their first meeting of the year, last Monday, discussed the feasibility of the annual July run. Selection of a new uniform and a general reorganization of the club were also considered.

THE Springfield Club, at its annual meeting, 6 March, elected H. E. Ducker,

president; A. L. Fennessy, secretary and treasurer; Arthur B. Wassung, assistant secretary; Wilbur N. Winans, captain; Chas. E. Whipple, first lieutenant; M. D. Gillette, second lieutenant; A. R. H. Foss, bugler. The club committee consists of the president, secretary, captain, first lieutenant, and F. L. Caulkins. The treasurer's report shows the club to be in a sound financial condition. Its membership has greatly increased, and now numbers fifty-three.

WHAT will they do next? The Springfield Club is now making preparations for a three days' race-meeting, to be held next September, on Hampden Park.

THE Bostons will entertain their lady friends at their club house next Wednesday.

CHAS. P. SHILLABER has been chosen to fill the newly-created office of vice-president of the Massachusetts Club. Mr. Shillaber is at present in Florida, but is expected home in a few weeks.

ON 4 March, the Kentucky and Falls City Clubs, to the number of twenty-two, united in a run to Middletown to dinner and return.

MR. A. D. CLAFLIN, the Massachusetts' new captain, is a little under the weather, being confined to the house with a severe cold.

WE regret to record the death of Thos. K. Longstreth, of the Philadelphia Club, and formerly a director of the L. A. W.

WALTER T. UNDERWOOD, of the Roxbury and Boston Bicycle Clubs, while returning home from a trip to Europe, died when about three days from Liverpool, and was buried in the sea.

CAPT. E. H. MAY, of the Sparta (Wis.) Club, has ordered a Sanspareil for his own use and a trike for his wife and children.

THE Champion City Club will go into camp 9 June. We understand the place selected is Yellow Springs.

WE have received a kind invitation from the Meriden Wheel Club to attend its first annual exhibition and ball, Wednesday evening, 18 April.

THE Ramblers are the first to announce a "fixture" for Fast day. Who's next?

THE Buffalo Club are talking of making Boston a visit. We have no doubt the Boston boys will be glad to see them.

IN our report, last week, of the Albany Club's election, we omitted the name of J. G. Burch, Jr., sub-captain. We are pleased to make the correction.

THIS club will unanimously support A. H. Scattergood for L. A. W. representative. We do not know of any one who better deserves it.

THE Cincinnati Club will give another series of races. The first heats were to be run yesterday at Power Hall.

THE Quincy Bicycle Club has elected the following officers: President, Charles Brooks; treasurer, Benjamin Johnson, Jr.; secretary, Arthur C. White; cap-

tain, Fred W. Tirrell; first lieutenant, Henry W. Tirrell; second lieutenant, Chester S. Ford; club committee, Fred W. Tirrell, Chester S. Ford, and William Underwood.

New York Letter.

THE question of the League Meet appears to be exciting a great deal of discussion, and we hope that it will not all end in smoke. The question of the park will be settled one way or another very shortly; at least, as far as trying to get it for a prospective League Meet in New York is concerned. We have not received the *WORLD* yet, this week, and don't know all that it contains relative to the all-absorbing topic, but the *Wheel* and *Sunday Courier* are very frequent with articles on the subject. I have by this time, I think, pretty well aired my opinions on the matter, and I see that to-day's *Courier* has even done me the honor to quote the last expression of them in last week's *WORLD*, and now do not see that I can strengthen my standpoint by further expression of what would under the circumstances prove to be but a superfluity of argument to combat no argument at all. Consul Pitman attended the Philadelphia races, and says he had a good time going over, and that he was not treated to a drink all the time he was there; they probably thought the great racers were in perpetual training, and never indulged. We know better, don't we, Willie? don't we, Tom and Jerry, and, *à propos* of Pitman, he is now styled A. H. numismatic Pit., G. T. H. Ah! I could a tale unfold, — but no; I fear to raise the dread curtain of the past, for Will R. has gypsy blood in his veins. I thoroughly enjoy the little tea party which is at present in progress in the case of *Sunday Courier*, plaintiff, vs. Kings County Wheelmen, defendants. I can still remember how, once upon a time (what magic in those last four words), I had the gall and temerity to mildly and in a deprecating way hint at the point in case as within the realms of contingent possibilities in the approximate part of eternity, known as the near future. I was immediately sat upon, however, both figuratively and in fact, and for the common good of 'cycling humanity, and Brooklyn in special, consented to see with others' eyes, and only what they saw, to hear with others' ears, and sit in stern and partial judgment on my own. Well, days have come and days have gone, and time has done good service to my ears and eyes, and avenged me well, but nary a chirp comes from me; I look on and smile, and hold my peace. I have certainly earned the right to this, at any rate. Mr. Schwalback, in a long article in the *Courier*, says that he is going to retire to private life, leaving behind a sting to the effect that he regards the Kings County Wheelmen as the representative bicycle club of New York State. It is all very funny, and I guess the *Courier* enjoys it thoroughly, and I know that we riders here in New York smile,

but we do it in a kindly sort of a way, for we regret to see the "volcano" in our sister city, and trust they will steer their way out of the difficulty. They are talking of having a masquerade shortly, and I hope that it is a sign that the *Courier's* case is lost. We are all delighted at the chance which the Meriden Club is going to give us in their reception shortly, and intend going down in force and give them a great send off. This will probably be the wind-up of the winter's gayeties, although the Ixions are keeping up their theatre parties right along, and are bound for another one next week. The Citizens also keep up their weekly Saturday night musicals, which are proving quite an addition to our local amusements.

I don't know as there is much more news to speak of, except to report the entry of Rood, Harris, and Sanford in the two-mile bicycle race at the Columbia College games at Madison Square Garden, next Friday and Saturday. Thompson has departed from the wheel for this occasion, to take part in a one-mile running race, and we are all going to see how he will make out at it. Prospects at present point towards a large number of our men going upon the racing path early this year, and I suppose there will be any amount of preliminary training.

NEW YORK, 11 March, 1883.

EXOTIC MEMS.

IN the latest King of the Road lamp the guide rods at the side are done away with. We should say this would be an improvement, in appearance, at least.

THE Europa tricycle is a convertible two speed sociable, built on the lines of the Coventry Convertible. It is made by St. George's Foundry Company, and was on exhibition at the Speedwell's show.

W. T. PITT, of Birmingham, exhibited "Little Dot's" bicycle, made to order for Professor Elliot at Barnum's grand show, America." What does this mean, we wonder?

THIS is rough. At Bownes's Ferry (Windemere) the list of tolls ends thus: "Asses and bicycles, 6d."

THE Stanley Show balance sheet leaves a small balance to the club. The club had many things to contend against, and we are glad it is not out of pocket.

THE Bicycle Touring Club is no more in name, as it is now known as the 'Cyclists' Touring Club.

E. R. SHIPTON is to be the editor of the *Gazette* and secretary of the club, on a salary of £300 a year.

THE Australian 'Cyclists' Union, on the recommendation of Dr. Cortis, have made their organization a strictly amateur one.

"PRO PEDAL PUSHER," in the *Bicycling Times*, says: "Professional bicycling in England is not worth its 'salt' in its present circumstances; it's cer-

tainly not worth keeping in form for; in fact, it is nearly an impossibility to keep in any sort of form; races are very few and far between. A man is virtually never safe on his machine in the present state of affairs, for there is a certain racing firm who 'farm' professionals, and monopolize the principal races by fair means or foul (frequently the latter). Still, there is no governing body, no rules, in fact, nothing to stop this sort of business, so what's to be done?"

THE *Bicycling News* reprints Julius Wilcox's article on gearing-down and gearing-up, which was recently printed in the BICYCLING WORLD.

THE English riding season opened in right earnest about the first of March.

It is reported that Mr. R. Todd has been appointed honorable secretary *pro tem.* of the Bicycle Union, in the place of Mr. W. Pye English, resigned.

THERE seems to be a strong and growing feeling in favor of mixed clubs in England.

MR. ARTHUR L. POPE, secretary of the Kentucky Club, has our congratulations. She is described as a charming woman and an enthusiast for the wheel. The bicyclers "remembered" the couple with a silver water service.

CONGRESS made no change in the tariff on carriages, and thirty-five per cent will have to be paid on bicycles.

THE Columbia tricycle, of which we expect to have something to say in a week or two, will probably be placed on the market about the first of April. The following brief description will answer for the present: It has two 50-inch driving wheels, and one 18 inch front-steerer, $\frac{1}{2}$ and $\frac{3}{4}$ inch tires; 60 and 18 double butt ended spokes; double driving, compensating, or differential gear, with crank shaft and chain; adjustable handles; adjustable ball bearings to pedals, crank shaft, main axle, and small wheel. Its width over all is 38 inches, and width of track 31 inches. Width of tread between centres of pedals is $8\frac{1}{2}$ inches. It is to be fitted with a cradle spring on an L seat rod, which will allow of adjustment vertically and horizontally. The long-distance saddle will be used. The brake will be a friction disc. The machine will be geared down to 46 $\frac{1}{2}$ inches, though, of course, it will be an easy matter to change the machine in this respect, should it be desired, and we are informed that one or two sizes of gears will be kept in stock. The company recommend, however, that no change be made. The finish will be black enamel, with gold striping and nickelled tips.

RACES

Philadelphia.

ABOUT three hundred people assembled last Saturday evening, at Industrial Hall to witness the racing for gold medals offered by Lemuel Miles, the pedestrian. In the first heat of the five-

mile handicap W. Smith, scratch, gave up after riding a little over two miles, and the heat was won by J. Green, with twenty-five seconds start. Time, 21m. 53s. The second heat was won by J. Dyson, with thirty seconds start, in 21m. 50 $\frac{1}{2}$ s. Dyson also won the final heat in 20m. 47 $\frac{1}{2}$ s.

THE race between Woodside and Morgan was reduced to ten miles, and was won easily by Woodside in 43m. 15s., Morgan's time being 45m. 23s. We have no report of who the officials were. The track was sixteen laps to the mile, and was both dangerous and slippery. Nearly all the contestants had falls, Morgan losing seven or eight laps by falling twice.

Fancy Riding at Baltimore.

THE second contest for the championship of Maryland, between Messrs. Murray and Slee, was held at the West End Skating Rink, before a small audience. The contest was won after a very hard struggle, by Mr. Murray by a score of one hundred and twenty-eight to one hundred and twenty-five points. There was a great delay in deciding the contest, Mr. Slee's judge wanting *grace* to make up the three points, so that the contest would be a tie. The judges were Messrs. S. H. Shriver, G. Day Flack, and referee, Chas. T. Stran.

A fancy riding contest was held Thursday, the 1st, under the auspices of the Junior Order of Wheelmen, between two of its members Messrs. Brigham and Flack, for the amateur championship of the State. The contest was very easily won by Brigham (exact score not known). Mr. Brigham has now a challenge open to ride any amateur in the State for amateur championship.

Gossip.

W. M. WOODSIDE is in the city, preparing for the twenty-mile "relieving race" against Prince.

L. W. CONKLING, of Chicago, has issued a challenge for a fifty-mile race for the championship of Illinois and a medal, and it has been promptly accepted by Henry Schimpeler, late of Louisville but now of Chicago. The race will come off at an early date. Schimpeler has beaten Conkling at this distance, in the race between the representatives of the Louisville and Chicago clubs last year.

LEONARD AHL, brother of Ralph, shows good speed. We "clocked" him a mile, the other day, in 3.08.

SABEN, too, is rapidly improving, and the general impression seems to be that Burnham would not find it an easy matter to defeat him should they meet again.

ELIOT NORTON, who, our readers will remember, won the intercollegiate race in New York last fall, is riding in excellent form, and will undoubtedly give a good account of himself at the spring race meeting of the Harvard Club, of which he is a member.

ANY one who will visit the Institute Fair building almost any afternoon will see how the speedy ones train.

WE timed Prince in one of his practice spins the other day, with the following result: First mile, 3.05 $\frac{1}{2}$; second mile, 3.15 $\frac{1}{2}$; third mile, 3.15 $\frac{1}{4}$; fourth mile, 3.15 $\frac{1}{2}$; fifth mile, 3.11 $\frac{1}{4}$; total, 16.03. Norton and Saben were right on his back wheel throughout the five miles.

YOUNG has been cultivating spurring, and occasionally went to front during the five miles.

WILSON shows great improvement, and the way he clung to Prince's back wheel on the last lap surprised us.

EVERY one who can should attend the races to-morrow, as the indications are that the contest between Prince, Wilson, Young, Neilson, and Woodside, will be exciting.

THE proposed programme of the Harvard Club's meeting, 23 May, is one-quarter, one and three-mile college, and one-half, one and five-mile open.

W. R. CRAWFORD, of Chicago, goes to Yale next year. Look out for him, Messrs. Claffin and Norton.

JOHN KEEN, says the London *Sporting Life* of 20 February, was expected to sail from Liverpool for New York in the "Arizona," upon her next trip after that date. Keen was exercising at the Surbiton Grounds and in the neighborhood.

At the field-meeting of the Merion Cricket Club, of San Francisco, Cal., 22 February, at Recreation Park, Edwin Morhig, with one hundred and fifty yards start, won a mile handicap race in 3m. 19 $\frac{1}{2}$ s. H. Tenney second.

DURING the season of 1883 Mr. Forepaugh will give prizes to local bicycle riders in every town and city that he may visit, beginning at Philadelphia 16 April, the contests to take place on the Hippodrome track.

LEROY has been to New York collecting a team of horses for his coming race with Prince and an "unknown." He objects to racing at the Institute Building because the dirt track is laid on boards. It is not settled as yet where the race will be held.

League of American Wheelmen.

AMATEUR wheelmen everywhere are cordially invited to join the League of American Wheelmen. Applications for membership should be sent to Fred T. Sholes, secretary, Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

THE constitution, rules, and officers of the League are published in full in the special number of the BICYCLING WORLD, which may be obtained, post free, by sending 25 cents to the office of the WORLD.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

BOARD OF OFFICERS. President. — W. H. Miller, Box 245, Columbus, Ohio; Vice-President A. S. Parsons, Cambridgeport, Mass.; Corresponding Secretary, Fred T. Sholes, Cleveland, Ohio; Treasurer, William V. Gilman, Nashua, N. H.; Recording Secretary, Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES. RULES AND REGULATIONS. — W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me.

RIGHTS AND PRIVILEGES.—A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

MEMBERSHIP.—E. K. Hill (chairman), 424 Main street, Worcester, Mass.; Henry W. Williams, 25 Washington street, Boston, Mass.; Chas. P. Shillaber, 124 State street, Boston, Mass.

RACING BOARD.—S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

RAILROADS.—Burley B. Ayres, 183 Michigan avenue, Chicago, Ill., (Chairman); N. M. Beckwith, 21 W. 37th street, New York; J. W. Pero, Fremont, Ohio. **Auxiliary Committee.**—W. A. Friese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; Dr. G. L. Henderson, Kansas City, Mo.; W. H. Miller, Columbus, Ohio; C. D. Standish, Detroit, Mich.; Geo. D. Gideon, Philadelphia, Pa.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec. pro tem.*

MISSOURI BI. CLUB: *Add.*
3466 E. C. Klepstrin, 1800 Franklin avenue, St. Louis, Mo.

3467 L. J. Berger, Office Gen'l Mgr. St. Louis and San Francisco R. R., St. Louis, Mo.

SPRINGFIELD BI. CLUB: *Add.*
3469 Chas. H. Miller, Springfield, Mass.

3470 Edward Mansfield, " "
3471 Harry W. McGregory, " "
3472 Arthur B. Wassung, " "
3473 Frederick H. Chamberlain, " "
3474 D. Edward Miller, " "

ELMIRA BI. CLUB: *Add.*
3476 Geo. H. Jones, Elmira, N. Y.

UNATTACHED:
3493 Marriot C. Morris, 4782 Main street, Germantown, Philadelphia, Pa.

3464 A. M. Hall, Smithville, N. J.

3495 F. Alcott Pratt, Lock Box R., Concord, Mass.

3468 Harold Ellis Varnall, Haverford College, Montgomery Co., Pa.

3475 Edward S. Walker, 62 India street, Boston, Mass.

3477 Pierre Geo. Dausch, M. D., 3 N. Broadway, Baltimore, Md.

CORRECTIONS:
3387 Irving H. Finch, Adrian, Mich.
3427 H. K. Klose, 513 North 19th street, Philadelphia, Pa.

3429 E. M. Aaron, 744 Union street, West Philadelphia, Pa.

3433 Robert S. Kidder, Elmira, N. Y.

3459 R. bert Van Syckle, Canton, Pa.

OFFICE OF THE CORRESPONDING SECRETARY LEAGUE OF AMERICAN WHEELMEN.

Chief Consuls and Represent ves of the L. A. W.—The regular spring meeting of the board of officers L. A. W., of which you are a member, will be held at the Lincoln Hotel, Worcester, Mass., at ten o'clock A. M., Tuesday, 27 March, 1883. Matters of much importance are to receive attention, and it is earnestly hoped a full attendance will be secured. Come if possible; but should you be unable to do so, please address the corresponding secretary, giving your preference of location for the League Meet of 30 May, 1883; and any suggestions you desire to lay before the meeting he will be very glad to see that they have due attention. By order of the president.

FRED. T. SHOLES, *Cor. Sec. pro tem.*

Consuls Appointed for Ohio.

W. F. West, Toledo; C. D. Duncan, Chillicothe; L. J. Mitchell, Delaware; Asa Dolph, New London; James M. Osborn, Fremont; A. A. Winans, Xenia; John R. Barrett, Springfield; W. K. Warwick, Massillon; W. D. Packard, Warren; T. P. Robbins, Niles. W. H. MILLER, *Chief Consul for Ohio.*

Annual Elections.

Gentlemen of the League.—Voting blanks for the present State elections have now been mailed to each of you whose dues were paid or who was admitted to 1 March; and if any delay in delivery occurs that you do not receive the same by 24 March, kindly advise the corresponding secretary, and duplicate will be forwarded immediately. The vote last year was not at all in pro-

portion to the active membership of the League, and it is a most earnest request that *every one* will not only cast his own ballot but see that his brother members send in theirs. Think carefully who your candidates shall be, but do not fail to vote; and remember that the POLLS WILL CLOSE IN CLEVELAND AT MIDNIGHT, 10 APRIL. Trusting to hear from each one of you. Fraternally, yours very truly.

FRED. T. SHOLES,

Cor. Sec. pro tem.

CLEVELAND, OHIO, 7 March, 1883.

TO THE MEMBERS OF THE MASSACHUSETTS DIVISION OF THE LEAGUE OF AMERICAN WHEELMEN:

Representatives from the Boston and Massachusetts Bicycle Clubs having conferred together, recommend the following ticket for L. A. W. State officers for the ensuing year, trusting it will meet with your approval and support:—

For Chief Consul.—E. K. Hill, of Worcester.

For Representatives.—C. L. Clark, of Boston; A. S. Parsons, of Cambridgeport; H. E. Duckert, of Springfield; J. S. Webber, of Gloucester. Very truly yours,

C. W. FOURDREINER, *Sec. Boston Bi. Club.*

Geo. POPE, *Sec. Massachusetts Bi. Club.*

BOSTON, 10 March, 1883.

Proposed Amendments to the Constitution and Rules of the L. A. W.

The following amendments will be offered at the next meeting of League officers by Fred. S. Pratt, Worcester:—

SECTION 4 OF THE CONSTITUTION.—Add (paragraph).—Each State Division shall organize with a code of by-laws in keeping with the constitution of the L. A. W. Its executive board shall comprise the chief consul and representatives, together with a secretary and a treasurer who may be chosen at large by vote of the Division.

RULE 8.—Insert (paragraph).—After "districts" in eighth line: The Division secretary shall receive all applications for membership in his State and forward duplicates of same to the corresponding secretary of the League. He shall deposit with the Division treasurer all moneys received from admission fees and attend to such duties as the office requires. The Division treasurer shall receive all dues from members in his State and disburse funds to meet the necessary expenses of the Division. He shall remit to the treasurer of the League, monthly, twenty-five per cent of the receipts so collected. His accounts shall be audited by the finance committee of the Division, and he shall give bonds if required.

RULE 13.—Strike out all after the word "meeting" in ninth line and insert the following: And an appeal may be taken to the full board in the foregoing manner when six or more members desire to appeal from the action of any business meeting at which they may have been present or not.

RULE 14.—Add (paragraph).—Each State Division shall appoint its own meetings, parades, and races, subject to the general provisions of the L. A. W. constitution.

RULE 20.—Add (paragraph).—State Divisions shall have power to appoint such committees from their own membership as they may deem expedient.

RULE 22.—Cancel and substitute the following: In each State applications for membership shall be forwarded to the Division secretary, together with the fees for admission; the candidate's full name and Post-Office address to be stated in each application.

RULE 34.—Strike out "the League" in first sentence and insert: His State Division.

RULE 36.—In last line change "rule 14" to rule 13.

Editor Bicycling World:—Possibly the publication of the rules which govern the counting of the votes for League officers last year may be of interest at this time and may prevent mistakes in voting. Corresponding Secretary Sholes has so fully instructed voters in his circular and on the ballots, however, that it seems impossible that any one can fail to vote correctly.

It may be stated that ballots of any size, and printed ones, are all right, and that the ballots of a club may all be mailed in one envelope. The main thing is, that each person shall be represented by a separate vote, signed by himself.

The following is from the minutes of the committee on rights and privileges, the dates this year being 1 March instead of 15 June, and 1 April instead of 15 July.

ALBERT S. PARSONS,

Chairman Committee on R. and P.

The committee on rights and privileges of the League met at Cambridgeport, Mass., on Saturday night, 15 July, 1882, at 9 o'clock.

Messrs. Parsons and Gilman being present, it was voted to proceed at once to decide all questions which were likely to come up in the course of the count, and the following questions were then passed upon, as follows:—

1st. Can the request of a member that a second vote

be accepted and counted in place of one previously sent be acceded to?

Voted no.

2d. Can or should the vote of a person who has been admitted to the League since 15 June, 1882, be counted?

Voted no.

3d. Can the corresponding secretary or any member of the committee fill in a ballot sent them signed with a request to do so?

Voted yes.

4th. Voted not to divulge the result of the counting of the ballots, but to forward the same to President Miller, to be sent by him to editor of BICYCLING WORLD for publication.

5th. Voted that no votes received after midnight on Saturday, 15 July, 1882, be counted.

6th. Voted that if, in the opinion of the committee, the intention of the purveyor casting a ballot is clear as regards the party voted for, that ballot shall be accepted.

FIXTURES.

Friday, 16 March:

First annual ball Greenfield Wheel Club. Columbia College Athletic Association winter meeting, two-mile bicycle race, and other sports.

Saturday, 17 March:

Annual meeting Kings County Wheelmen. Boston Institute building, race meeting.

Wednesday, 21 March:

Boston Bicycle Club, "ladies' night."

Tuesday, 27 March:

New Haven Club promenade concert. Spring meeting of L. A. W. officers at Worcester.

Wednesday, 28 March:

First annual "hop" of Laramie Club.

Monday, 2 April:

Lawrence Bicycle Club, annual meeting. Milwaukee Bicycle Club, annual meeting.

Tuesday, 3 April:

Haverhill Bicycle Club, annual meeting. Brooklyn Bicycle Club, annual meeting. Missouri Bicycle Club, annual meeting.

Thursday, 5 April:

Boston Ramblers hare and hounds chase.

Wednesday, 18 April:

Meriden Wheel Club, first annual exhibition and ball.

Wednesday, 23 May:

Harvard Bicycle Club, race meeting at Beacon Park.

Saturday, 9 June:

Champion City Club go into camp.

Sunday, 1 July:

Chicago Bicycle Club starts from Ann Arbor on Canadian tour.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

PATIENCE.—Thanks. Are glad to publish.

W. C. NICHOL, Hamilton, Canada.—Thanks. Will write you.

B. B. A., Chicago. Thanks. Hope to deserve your good wishes.

W. W. STALL.—Thanks. Have noticed.

J. J. V., Eddyville, Ia.—Write to Stoddard, Lovering & Co. See letter by A. J. Wilson in this number. Will try and write you.

F. T. SHOLES, Cleveland, Ohio.—They were sent. We have duplicated order.

H. S. TIBBS.—Have ordered copy to be mailed.

JULIUS WILCOX, N. Y.—Will use next week.

A. E., Cleveland.—We have no index for Vol. 3.

CYCLOS.—Thanks. Crowded out. Will use next week.

GEORGE.—Thanks. See "Currente Calamo." Have put in all the essentials, I think. Will have more space, we trust, shortly.

SMADA, N. Y.—Will gladly publish next week.

A Good Thing.

THE OVERMAN WHEEL COMPANY:—

Dear Sirs.—My 57 inch Vale, light roadster, which you have so beautifully finished in Harrington's enamel, black, full-polished has come to hand.

My experience with "finishes" for the past four years has been varied in everything but the result—rust. Burnished steel lost its lustre in spite of continuous and frantic efforts to preserve it; nickel spotted and peeled; paint absorbed oil, scraped off on the slightest provocation, and looked disgustingly dingy. I shudder to re-

call the hours of scouring, greasing, and polishing that are irrecoverably sunk into my 'cyclic' past.

But now I am at peace with my wheel and the world. I gaze at the glistening jet over which I have just thrown a bucket of water, and a feeling of ineffable happiness steals over me. The skies may lower, the rain fall, but never again will the thought of arduous clean-ups deter me from my longed-for spin.

Harrington conveyed one priceless blessing upon wheelmen when he gave them the cradle-spring. His enamel is quite as worthy of appreciation. Yours truly,

LLEWELLYN H. JOHNSON,
O. W's. N. Y. B. Club,
Chief Consul L. A. W.

ORANGE, N. J., 17 February, 1883.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

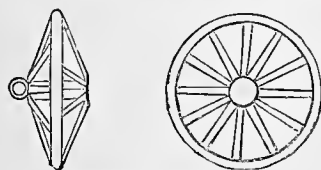
BICYCLE FOR SALE.—A 56-inch Special Columbia; will be sold at a reasonable price. For particulars, address W. G. S., Box 5249, Boston.

FOR SALE.—One 50-inch British Challenge; full-nickelled; new last fall; \$110. One 52-inch H. U. Expert; little used; \$110; both in perfect order. Address CHAS. E. TITCHENER, Box 85, Binghamton, N. Y.

FOR RACING MEN.—A 55 inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. K. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

The New Wheel Button for Bicycle Suits.



PATENT APPLIED FOR.

A Handsome and Ornamental Button, designed expressly for Bicycle Suits, and made in both large and small sizes, for Coats, Caps, and Pant Legs.

Manufactured and for sale by W. C. AMES & CO., North Attleboro', Mass.

Send for Circular and Price-List.

THE BROOKLYN BICYCLE CO. (Limited)

161 & 163 Clymer St., BROOKLYN, N. Y.

W. L. SAMSON, Sec. G. R. BIDWELL, Gen. Mgr.

General Wheel Agency.

Bicycles Stored, Repaired and Rented for road use. Instruction given in our large hall on the premises.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

ST. LOUIS, MO.—Garvey's Bicycle Agency, 405 Chestnut street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 2-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

BICYCLERS' SILVER LUSTRE POLISH.—The best known polish for cleaning and keeping bright—nickel-plate, free from all acids, highly recommended and extensively used by bicyclers. Sent post free on receipt of 25 cents. Address SILVER LUSTRE CO., P. O. Box 461, or No. 95 Walnut street, Cincinnati, Ohio.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

HARWOOD'S

SAFETY STEP.



Nº 3.

This improved Step secures a firm and positive foothold while mounting, all danger of cutting the leg or clothing being obviated by the **Safety Flange** and inwardly projecting teeth, the outer edges of which are bevelled, as an additional safeguard.

Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of dealers generally or of the Inventor and Manufacturer, G. F. HARWOOD, Worcester, Mass.

For terms to agents, address as above.

Price, Plain, 50c.; Crocus Polished, or Nickelled, 75c.

March 17th. March 17th.

GREAT BICYCLE RACES

Under the management of

HARRY D. HEDGER,
BICYCLE REPAIRER,

No. 8 CHURCH STREET, BOSTON.

1st EVENT.—20-Mile Race, between JOHN S. PRINCE, Champion, and four of the Best Professional Riders in America, for a Prize of \$100 for the first, and \$50 for the second, given by H. D. HEDGER. The man who rides the five miles the fastest against the champion will receive a present of a Pair of *Aeolus* Ball Pedals.

2d EVENT.—A 5-Mile Straightaway Race for Amateurs who have never won a Prize. First Prize, Gold Medal; Second Prize, Silver Medal. Entries will close for the Amateur Race on Tuesday, March 14. All entries must be sent to HARRY D. HEDGER, No. 8 Church Street, Boston, Mass.

3d EVENT.—A 5-Mile Race, between J. W. WILSON and GEORGE HARRISON, for \$50 a side. Mr. HEDGER will present the winner of the race with an elegant Gold Medal.

These Races will take place at the

INSTITUTE FAIR BUILDING,

Foot of Huntington Avenue.

Doors open at 6 P. M. First Race at 8 P. M.

Universal

POLISHING PASTE

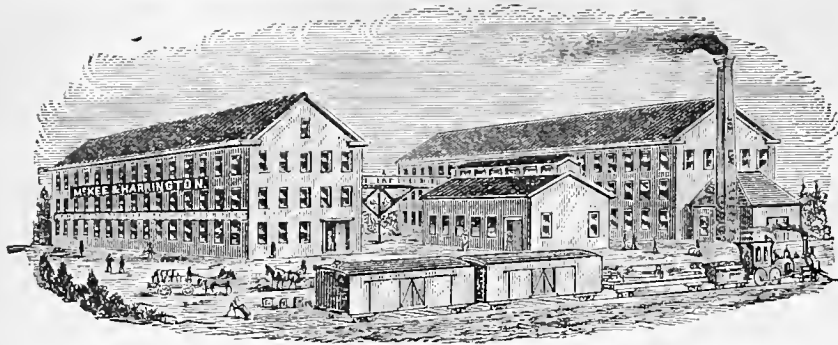
For polishing all kinds of Metals. Wheelmen owning nickelled bicycles should give this a trial. It is the only article manufactured that will restore the plate to its former brilliancy after it has become tarnished.

Price, small boxes - - - 25 cts.

" large " - - - 50 "

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80 & 82 William Street - - NEW YORK.



THE UNION BICYCLE.

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$90.

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Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

REPAIRS A SPECIALTY.

NEW AXLES.
NEW HUBS.
CRESCENT RIMS.
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NEW TIRES,
Etc., Etc., Etc.

R. F. GORMULLY,
40 SO. CANAL STREET,
CHICAGO.

Send for estimates. My shops are the most complete in the United States.
We have unequalled facilities for brazing.

Racing wheels made to replace roading ones, for hall use.

Nickel Plating, Painting & Overhauling generally.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle
NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except fellos, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

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CHARLES R. PERCIVAL,
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PARTS, STAMPINGS, FORGINGS, ETC., ETC.
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NEW BICYCLES IN STOCK.

"D. H. F. P."—48s, 50s, 52s, with balls to both wheels and full nickelled, from \$150 to \$157.50. "D. H. F. P."—50s, 52s, parallel bearings, all bright, from \$122.50 to \$125.00. "Royals."—48s, 50s, 52s, 54s, full nickelled and balls to both wheels, from \$140 to \$147.50. "Royals."—48s, 50s, 52s, 54s, all bright, and balls to both wheels, from \$120 to \$127.50. "S. H. F. P."—48s, 54s, all bright, balls to both wheels, from \$120 to \$127.50. "Clubs."—52s, 54s, 56s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$120 to \$130. "Gentleman's Club."—52s, 54s, painted in two colors, wheels, etc., all bright, balls to both wheels, from \$110 to \$112.50. "Coventry Perfection."—48s, 50s, 52s, all bright, ball to front wheel only, from \$75 to \$90. "Advance."—48s, 50s, 52s, all bright and nickelled, balls to front wheel only, from \$85 to \$120. For list of new machines enclose stamp.

New and second-hand machines sold on a commission of ten per cent, which includes care and storage.

No letters answered unless stamp enclosed.

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Bicycles.

* 1 48 in. "Duplex Excelsior" full painted in two colors, rubber handles, \$75. * 1 48 in. "Duplex Excelsior" full painted in two colors rubber handles, \$70. * 1 50 in. "Centaur," hollow forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," fluted forks, double ball bearing, full painted in two colors, \$80. * 1 50 in. "Centaur," hollow forks, double ball bearing, all bright and burnished, rubber handles, \$90. * 1 52 in. "Stanley," roller bearings, full painted, \$50. * 1 52 in. "Standard Columbia," 1/2 nickelled and 1/2 bright, cone bearing, bell, etc., \$65. * 1 54 in. "Old Style Premier," 1/2 painted and 1/2 bright cone bearings, \$45.

Tricycles.

† 1 50 in. "Quarto Salvo" full painted, \$80. * 1 50 in. "Centaur," full painted, \$35. * 1 50 in. "Centaur Sociable," double ball bearings, full painted, \$150. * 1 50 in. "Singer Challenge," cycle bearings, 1/2 painted and 1/2 bright, \$110. || 1 44 in. "Meteor," full painted, \$75.

* As good as new; run very little.

† First-class order.

|| In first-class order; shows only wear on tyre.

☞ This list will be changed from time to time. No printed lists or circulars of second-hand machines.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 23 MARCH, 1883.

Volume VI.
Number 20.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

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Our aim is to give fine goods at medium prices.

O. A. Atkinson.

WHEN YOU SEE "HARRINGTON'S ENAMEL"

Stamped on Frame of Your Bicycle You
will Know

That it will not chip off nor crack.
That it will look well while machine lasts.
That you can leave it months without attention.
That neither mud nor salt water will hurt it.
That you can borrow a machine to rub, as yours won't need it.
For prices and particulars, address the sole American proprietors.

OVERMAN WHEEL CO., Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

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OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

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THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS.)

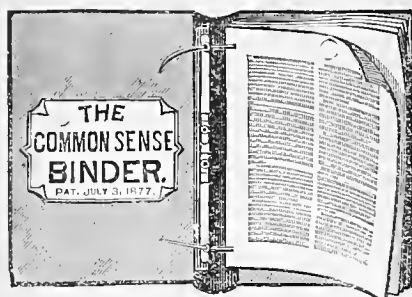
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

and Fittings, of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

Preserve Your Papers.



Use the COMMON SENSE BINDER. Free from complicated fixtures. Simple, durable, and practicable. Subscribers to the BICYCLING WORLD supplied with size to suit at \$1.00. Sent by mail, postage paid.

E. C. HODGES & CO., BOSTON.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

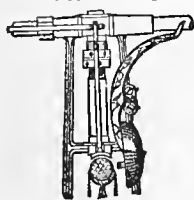
We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

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THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE AMERICAN STAR BICYCLE.

A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

English Bicycles and Tricycles.

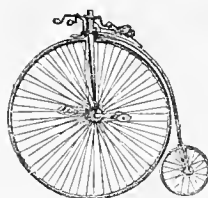
Sole Agents for the United States for

THE BRITISH CHALLENGE

and other machines made by

SINGER & CO., COVENTRY.

Good Agents Wanted.



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Bicycles and Tricycles,

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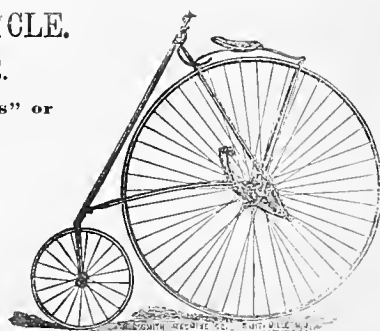
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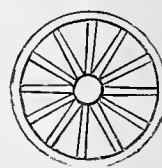
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SPECIAL NUMBER OF "BICYCLING

World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 23 MARCH, 1883.

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THE OUTLOOK.

THE editor and compiler of our "special number," in his review of the year 1882, recorded what had been done by the trade. It is our purpose now to tell as briefly as possible what the makers and dealers intend to do during the coming season. In bicycles no great changes will be made, as each of our principal manufacturers and importers have got what they consider "the best." In tricycles the case is very different, and all

look forward to a rapid increase in the demand for three-wheelers, and are making preparations for it. The novelty of the season in this country will undoubtedly be the Columbia tricycle, a brief description of which we gave last week. In general appearance and outline it is similar to the National, which had such a run last year. We intend, if possible, to give the machine a thorough trial, that we may be better able to commend its merits, and call attention to its faults, if any there be. It is, however, but just to say that the machine possesses the elements of a first-class tricycle. We have before us a large drawing of Handy's two-speed gear, as fitted to a National, and as this American tricycle is so similar the same model can doubtless be used for both. We intend in a week or so to give a detailed description of this gear. In addition to this tricycle the Pope Manufacturing Company will place on the market a racing machine. The Expert and Standard will remain practically the same as last year, though we notice an improvement in the shape of dropped handle bars, which can be had at a small additional cost. The prices of the bicycles remain the same, and the tricycle will be \$180. The latter will no doubt deter many from purchasing who otherwise would. The tendency in England has been to materially increase the price of tricycles, particularly those fitted with special gears, etc. The cause of this can be readily seen, as the cost of manufacture is greatly augmented by the demand for lighter construction, special gears, ball bearings to all parts, and better workmanship. The H. B. Smith Machine Company have made many improvements in their American Star, and expect to see it rapidly pushed to the front rank as a practical roadster. They promise a much lighter machine this season. Rumor has it that this company will also give us a tricycle, but we have no authentic information in regard to it. Of the Star we expect to have something to say ere long.

R. V. R. Schuyler, who succeeds to the firm of Schuyler & Duane, is at the old stand in New York city, and will look after the interests of two good machines, the American Club bicycle and the Cheylesmore tricycle. The latter is the machine that "Faed" recommends so highly. A new bicycle called the "Hopkinson" has been placed on the

market in New York, by Hudson Brothers. We know nothing of the machine, so refrain from any comment in regard to it. Mr. S. T. Clark, of the firm of Clark & Co., Baltimore, has just returned from England, where he has been looking after the interests of the firm with which he is connected. The Sanspareil and American have won good reputations during the past year, and will no doubt continue favorites. This firm has obtained the control of Rennyson's detachable handle bar, and will spare no effort to bring it before the public. We do not know whether they will do anything in the way of a special tricycle. Their new light roadster is said to be one of the strongest and lightest machines imported into this country. It is to have patent hollow rims (not Surrey) 72, No. 14, B. W. G. spokes, seven eighths and three quarter tires, dropped handle bar, fluted front and semi-hollow back forks, "fluted backbone" (the importers write us), double balls to front and single to rear wheel, and will weigh thirty-six pounds for a 50-inch machine. We have not heard anything of late regarding the Overman tricycle, but have no doubt some announcement will be made before long. In Harrington's enamel the Overman Wheel Company has one of the best finishes, and, from our conversation with 'cyclers generally, it is to be the favorite coating for all machines.

Charles R. Percival will continue to sell the same machines as last year: the Premier and Boston.

Gooch, of Newton, it is said, will make a much better machine than formerly. The Cunningham Company will press the claims of their standard machines, the Harvard, Yale, and Shadow. Any rider who cannot find among these a mount to suit him must indeed be peculiar. No particular improvements will be made in either of these machines, though we believe the Harvard is to have the shell-back fork and an adjustable step. In the way of tricycles this company will make a specialty of the Harvard, and will give purchasers the choice of four gears, viz., the National, Pritchard, Starley and Centaur. Stoddard, Lovering & Co., scored such a success last year with the British Challenge that they will continue it as their leading bicycle. They will also present to our riders a new machine, to be known as the American Rudge, at the low price of

\$100. It is fitted with Rudge's ball bearings to both wheels, and seems an excellent mount for the money. In the way of tricycles they will make a specialty of the Coventry Rotary and Premier. The latter is the machine which Nixon rode on his trip from John O' Groats to Lands End. It is a double-driver, front-steerer, of the first class. They have recently fitted up a large room to be devoted exclusively to their wheel trade. This department will be in charge of Mr. H. D. Corey, whose practical knowledge of machines and experience as a rider will be at the disposal of all who care to avail themselves of it. The general outlook for the coming season is exceedingly encouraging, and all the dealers expect to do a large and profitable business. There is less of a boom now than in former years, the trade having settled down to a good business basis. There will probably be less delay in filling orders this year than last, though some of our dealers have been seriously handicapped by the wreck of the "Glamorgan." Agents throughout the country evince increased activity and report favorably. The BICYCLING WORLD will endeavor to keep its readers posted on all matters, and particularly on everything of a practical nature, as we believe that our readers desire to know "what to ride."

THE strongest argument in favor of having the next Annual Meet of the L. A. W. in New York city is that the New Yorkers want it. New Haven men do not seem to grasp the hint thrown out some time since by us that their city would be a good place, and though Washington is annually pulled in, neck and heels, as a desirable place (by non-residents, by the way), we agree with certain of our correspondents that the temperature of the capital during the latter part of May is usually slightly torrid.

THE East has had the honor of capturing the Annual Meet twice, and the West once; it therefore seems just that the Middle States should have a chance, and as no one but the New-Yorkers appear eager to tackle it, why not let them have it there. With live, solid clubs, like the Citizens and Ixions, to head the New York wheelmen, we are certain that not one thing would be overlooked which would likely secure a success.

WHILE on the League: We know the L. A. W. treasury is not plethoric, still

we have a good bit of a balance on hand, and we hope to see the management use every available dollar of this surplus in a way of practical value to the members.

We are conservative enough to discountenance the League incurring debt, but, on the other hand, we favor the free and intelligent distribution of what funds we have on hand.

We trust that at the coming spring meeting the officers will see the wisdom of some such action.

THE south wind and warm sun are already quickening the frozen and dormant germs of action in the 'cyclers' system into signs of activity. On all sides are evidences and sounds of preparation; the purely social enjoyments of clubs, which properly predominate during the winter months, will soon give way to those meetings at which the wheel will once more assert its power of attraction.

IN the opening of the riding season we think it is of sufficient practical value to repeat editorially certain hints as to the dress of riders. In the principal bicycling centres we notice a more intelligent consideration of this question. It has been a matter of surprise to us how some men *live* who persistently violate the most commonplace axioms in this respect. We would suggest (as we have done in these columns before) that every rider wear FLANNEL next the flesh, and that, when practicable, he carry a change, so that a dry garment can be donned at once when a prolonged stop is necessary. Such a garment will weigh less than one pound, which is practically no extra weight at all.

We have adopted the foregoing plan for the past two years, and have thus avoided colds, to say nothing of the disagreeable feeling of having wet "merinoes" slowly drying on and chilling your body. The coat and breeches should invariably be of pure wool, not too heavy in texture and a gray in color. The lining should be of woollen or flannel, and never of linen or cotton; in fact, these last-named fabrics should be religiously banished from every part of the 'cyclers' dress. They hold dampness with a zeal (so to speak) worthy of a better cause.

WE know of no better color and fabric for touring purposes than the cloth adopted by the L. A. W., and we are

pleased to notice the C. T. C. have selected a cloth fully as good in both texture and color. The cut of the collar of the last-named uniform is very ingenious, as it can be worn either as a cadet collar or in the ordinary turn-down way. This is a wrinkle of the useful kind, and the pattern, if it is found by experience to be all that is claimed for it, would be one that bicycle clubs would do well to adopt, at least as a touring suit.

IN our issue of last week we published several proposed amendments to the constitution and rules of the L. A. W., by Chief Consul Pratt, of Massachusetts. These amendments are worth more than a passing notice, for if they are adopted they will make a radical change in the make up and conduct of the League. We are, in the main, in favor of the changes proposed. We believe that much good will result from the work of State divisions subordinate to the main body. An organization of the wheelmen of any State will do more good in their locality than a cumbersome national organization can possibly do. But our objection to the proposed change is the same that we have urged again and again in these columns, and we urge it now with more force, if possible, that so decided a step is proposed. We do not believe that the handful of men who are got together at the officers' meetings should have the power to change the constitution and rules. Every member of the League is affected by such a change, and every member should be heard upon it, either at the general meeting in May or by mail vote. We hope the amendments will be considered, but we prefer to see them and every other one proposed referred to the members.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Weight of Bicycles.

Editor Bicycling World:—I was much pleased with your editorial on "Reweighed," in issue 9 March, 1883. I have never understood why any one should advocate any special standard weight as suitable for all riders. It would seem almost an axiom that the heavier the rider the heavier the machine, and *vice versa*. Another thing, it never seemed fair to give weights of machines without saddle, pedals, or tool bag. What

we want to know is, "What will the machine weigh, ready to ride?" and I maintain that a machine is not ready to ride unless it has saddle, and pedals, and tool bag with the *necessary* tools in place. It is said that the contents of the tool bag vary greatly. This is true, but the machine which is so constructed as to get along with the smallest number and least weight of tools should have the credit thereof. I know of one splendid machine, of English make, in which the number, variety, and weight of the tools necessary to keep it in order on a long run form a very serious drawback.

It may be well enough for some riders, living in places like Boston, where access to skilled bicycle mechanics is easy, to dispense entirely with the tool bag for short runs, but for us in the country it is simple foolishness to start off for a day's run, to say nothing of a tour, without a tool bag supplied with every requisite for adjusting bearings, tightening spokes, etc., etc. As to what is the proper weight, of course no rider can decide for any one else, but, judging from experience of myself and others, there is no necessity for machines as heavy as most of those now in use here. I think the machines in use in this neighborhood (Western New York) will average (ready to mount) fully pounds for inches. Now if this is enough for the heavier riders it is too much for the lighter riders. Perhaps the question of muscular power of the rider should also be taken into consideration, and a machine for a very powerful man be made somewhat heavier (stronger) than for a weaker rider of the same weight.

At any rate I have about come to the conclusion, so far as I am personally concerned, that I have been unnecessarily handicapped to the extent of eight or ten pounds in the weight of my machines, and that when I get a new one it must not weigh over forty pounds ready to ride. My riding weight is nearly one hundred and forty pounds, and my muscular strength rather below the average, hence I cannot see the necessity of my having a machine as stout and heavy as my more ponderous and powerful fellow-wheelmen. I hope this question will be discussed freely, and we may have the benefit of the experience of many riders.

CYCLOS.

Balance Gears.

Editor Bicycling World:—On seeing Mr. Terry's query (WORLD, March 9) upon my remarks on balance gearing in my paper in WORLD of Feb. 23, I turned back, and was surprised to find that I did say that "the slow-moving wheel alone is driver." This is ridiculously wrong, because impossible. A careful reading of the paragraph shows that I had in mind ratchet geared machines at the time, and inadvertently applied to both classes a remark which should have been confined to the ratchet class; as to that class the word "slow" is correct, but as to the other it should have been the reverse

word, "fast." Much-quoted Mr. Sturme, some time ago, went over this subject, arguing that the differential gear does just what is claimed for it; at that time I was tempted to join in the discussion, but thought it might seem presumptuous for an American to express dissent in English 'cycling journals on such a matter. The numbers of the *Cyclist* covering this are not now within my reach, but as driving gears are now the most prominent feature in tricycling, and it will not be presumptuous here to do so, perhaps you will allow me to talk of them a bit.

Starley's, which is the parent of the family, and contains the germ principle of them all, may be described thus: On the axle, from one driver to the other, are two solid wheels or disks, like two supper plates, side by side, each of them rigidly connected to the driving wheel nearest it. These two disks are a few inches apart, toothed on their inner side (not their outer edges), so that the toothed surfaces face each other; apply power to the toothed face of either of these disks, and the corresponding driver is turned. The chain wheel (which is loose on the axle) revolves in the space between these two disks, and carries, between two of its arms or "spokes," a small pinion wheel, this pinion meshing in with the teeth on the two disks, one on each side of it. When the chain wheel is revolved this pinion goes round with it, and the teeth on each side of the pinion being "in" with the teeth on each disk, pull around the two drivers. Obviously, while the tricycle runs straight ahead, these disks and pinion work as one piece, and as if the drivers were fast on a single axle; the pinion travels round with the chain wheel, but does not itself revolve on its pin, and the same teeth on the pinion and the inner sides of the disks remain in contact all the time. In turning out of a straight line these parts come into action. The outside wheel, and its corresponding and connected disk with it, run ahead of the other, the chain wheel and pinion going with them; the pinion wheel is enabled to do this by itself running along on the toothed face of the other and slower disk, the pinion, of course, itself then rotating more or less on its pin. Exactly like the balance or scale with which this gear is compared, and from which it gets its name, the side where is the least resistance goes fastest.

Now, suppose a sociable, each rider working his own wheel, and doing it by some device permitting an uninterrupted pressure; suppose each rider applies power more or less, according as he is on the outer or the inner side of the circle in turning. Suppose they are of equal weight and apply equal power while moving in a straight line, but that when one wheel or the other encounters an extra resistance the rider on that side applies just enough extra power to overcome that; then we have an *exact* and uniform double-driving arrangement which does always give each wheel the exact proportionate force required. How

much does the balance or "differential" gear come short of this theoretical and ideal case?

I do not know, and cannot see that anybody does or can. There are only three cases of travel: straight ahead, with practically equal resistance on the drivers; curves; straight ahead, with temporary resistance before one of the wheels. [A fourth case—of unequal resistance to the wheels on curves—might be cited; but resistance is always unequal on curves, I think, and a special obstacle under one wheel, therefore, only increases the inequality and intensifies the case.] The first case is no problem, and a rigid connection between drivers is good enough for it. In the second, the difficulty is to prove that the inner wheel receives any power at all. It revolves, I admit, but the forward travel of the whole machine, by its own inertia and the combined action of the rudder and of the driving gear on the other wheel may be enough to keep the slow wheel from being left behind. In the third case, one wheel strikes a stone or a soft patch while running on a straight line: instantly the resistance on the opposite wheel and the opposite side of the pinion becomes less, and the (comparatively) freed disk and pinion try their best to run ahead and swing the machine around a curve, as in the first case, but they can't, for the "bite" of the rudder on the ground prevents; so the rigidity of the frame and the inertia above mentioned drag the impeded wheel over or through its trouble. The same happens when an ordinary wide single-driver has a block under its non-driven wheel, provided the rudder holds on the ground hard enough.

My difficulty is, to see how it can be shown, by theory, practice, or experiment with a suspended machine, that these gears do always drive double *at all*, much more than they convey "the exact proportion" required. You see the inner driver revolving, and you see it overcome an obstacle. Problem: Whether the explanation above suggested does not account for the fact; and how to prove how much the gear helps this fact, or even that it helps at all. Here is an illustration in point, from the ratchet gears.—say the Cheylesmore. Nobody can deny that on that machine the outer wheel is never driven at all, for it runs ahead of the clutch, which then "bites" only on the inner or slow wheel. Now, after the feet have been held at rest, pedalling is resumed on the straight track; the clutch which happens to "bite" first begins to drive on that wheel; how is it sure that, the path being smooth and the resistance about the same under each wheel, the Cheylesmore does not run on quite a while as a single driver, the clutch on the other side not having "caught up" with its wheel at all?

Please bear in mind that I am not and have not been writing down or disparaging double-driving gears. I only seek to define their workings. I admire them much as mechanical contrivances. Star-

ley's, which has not been really departed from by any subsequent one, as far as I understand them, is alone enough to prove him an inventor, and I am puzzled to know how so many can nestle in under patent law, although Hillman's differential axle, used in the National, of Birmingham, is quite a new departure. Anything which drives double part of the time is, *pro tanto*, better than single driving all the time, and I don't object to balance gearing. On the contrary, my preference of the Coventry tricycle is not because, but in spite of its single driving, its construction so removing the defects of single drivers, and so involving special advantages otherwise that the "balance" is in its favor, through not a balance gear.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 10 MARCH, 1883.

New York Club.

Editor Cycling World: — Vice-President Parsons's query in his last letter to the *Wheel*, as to what had become of the New York Club, prompts me in a moment of leisure to reply, that while the club did not during last season display the activity which it might, there still remains the old-time enthusiasm among its members; and they are as ready now to put their "shoulder blades" to the wheel (as Josiah Allen's wife says) to help along the cause of the L. A. W., or any other project in the interest of bicycling, as when they first suggested the forming of the League; and, should it be decided to hold the next Meet here, they will not be found in the rear ranks.

The New York Club's reputation for activity labors under the disadvantage of having eight or ten active members who reside outside the city, and, while they are constant riders, their non-appearance upon our boulevards precludes publicity, and they are consequently reported by your correspondent as "missing." Our city members are promising themselves more activity this season, and I think the "gray uniform" of the club will see daylight more frequently than it did last year.

Friend "Chic" keeps you well posted as to all doings in this section, but his surprise at seeing "one real live New York Club man" on the road some days ago was only equalled by the surprise of some of the New York Club who read his communication, as three of our members have aggregated two hundred and fifty miles on the boulevards and near roads since New Year's, during which mileage they were not once surprised by the sight of a "real live Ixion." Bro. "Chic" must not think that it is only possible to start out to ride from one point in the city, and that unless a wheelman comes under the immediate range of his optics, he (the wheelman) is necessarily slumbering on his post.

Tricycling seems to be taking a hold in your section, and there is a probability of a small "boom" here in the same direction. I see one or two machines flit-

ting around here occasionally which seem to be liked.

One of our club rides a Cheylesmore exclusively, and "yours truly" has ordered a Coventry Convertible for self and better half; two or three are awaiting its arrival before ordering, so that the prospects are favorable for an acquisition to the wheelmen's brigade in the shape of three-wheelers.

The weather and roads in this vicinity seem to have combined to keep bicyclers off their wheels, which is one reason for the comparatively small mileage mentioned above; but, with Wiggins's storm a thing of the past, and March winds to dry up our roads, I hope we shall shortly have uninterrupted riding for the season.

"SMADA."

Murray and Slee's Fancy Riding.

Editor Cycling World: — Pardon an old rider, and one who has been judge and referee in many a race, for speaking a few words more on a subject which already has occupied too much of your space. I was appointed as a judge, to act on 6 February, at the West End Rink, in Baltimore. I questioned Slee as to the terms of the contest, and found them to be these. Three contests were to be held. Murray was to win the first, Slee the second, and the third to be fought out. Murray was allowed the first, because he could make more money that way, every one being willing to back Slee. It was further agreed that Murray might win the *second* also, if he would give Slee due notice, and pay him a \$10 forfeit. There was no medal, no championship, only the \$15 paid (that is, *promised*) to each man by the proprietors of the rink. Dausch offered Murray \$25 to win the second contest, and he tried to wheedle Slee out of it without paying him his \$10. This made Slee mad, and he determined to beat him; but on finding that the other judge and the referee were Murray's friends, and "*understood*," I declined to go, foreseeing trouble, and not wishing to have anything to do with a "snide" contest. Shriver took my place. Slee outrode Murray about four to one, but the judges would give it to Murray. The local press took no notice of the affair. This "professionalism" is too well ventilated here.

R. F. F.

Massachusetts League Election.

Editor Cycling World: — It is more than a year since your readers have been punished by anything from my pen, but just now there is an issue at stake which bids me ventilate my opinions.

The State election of League officers is at hand, and a ticket is in the field which savors too much of the same element which has, in my mind, been undermining the League since the day when our ex-president joined hands with the manufacturing interests of this country. All respect to Mr. Hill, of Worcester, whom I personally know and esteem, but enough has been said when we say he is in the trade. Just there is the vital point,

and just there, at the root of the evil, must we start, if we wish the League to be what it pretends to be, a body of gentlemen amateurs, and not controlled for the interests of the dealers. The League is to-day a laughing stock in England, and why? For this reason, and no other.

The committees of the Boston and Massachusetts clubs met and united on this ticket, you may say. And so they did. But some of them already see their mistake. The ticket named by them has enough good material in it to carry it through if no other ticket is put in the field. You ask who I would mention for chief consul of Massachusetts, and I will tell you. Mr. H. E. Ducker, the president of the Springfield Bicycle Club; a man with push and energy enough to be chief consul of three States, if necessary. On his shoulders have been borne the series of successes which his club have achieved in their renowned meets and exhibitions. He it is who has been the life of wheeling in the western part of the State, and whose name will make every man who knows him feel that the Massachusetts division means the right kind of solid work. A working man and a man who can make himself felt is a necessity in this position. Our division is looked to by the entire League to set an example of decided action; let us, then, make no mistake, and before casting our ballots for a ticket which we do not approve, as a whole, think this over, and start this year in the right direction.

Mr. Webber, of Gloucester, and Mr. Clark of Newton, I heartily indorse; both clear headed men who have the interest of the League solely in view. In substituting the name of Mr. F. P. Kendall, of Worcester, for that of Mr. Parsons I lay myself open to considerable opposition; but that it is from no personal feeling I can assure you, for Mr. Parsons and I have been friends for years; but that Mr. Parsons is a firm friend of our manufacturers, and works hard with them to keep the men in position who will best further their interests. The League never can be a complete success with this influence gnawing at its foundation. For the fourth man, who takes the place of Mr. Ducker, I want to suggest Mr. W. E. Gilman, formerly the editor of your valued paper. A man whose sound judgment and excellent ideas in regard to League work have so often headed your columns, and whose presence at our officers' meetings would insure us against any measure being run through without proper thought and consideration.

With these men working in the interests of this division, and so in the interests of the League as a whole, we may look for something beside a dwindling down of membership and a lassitude in League work, which is worse than a good honest death. I asked a friend to-day to join the League, with the usual response, "What good will it do me? What has the League done?" I wanted to hide my head. I would not own what I knew to be the truth. So I told him

what it was going to do in the near future, and he replied, "When I see some of these benefits I will join." He is not alone; bicyclers, like other people, must see something tangible, some return for their outlay, or the day of the League's funeral may as well be set at once.

LYDIA P.

BOSTON, 19 March, 1883.

League Meet.

Editor Bicycling World:—A paper, favoring the holding of the coming L. A. W. Meet in New York City, in the belief "that the future interests of bicycling will be best served thereby," has been circulated amongst the riders here, resulting in its securing the indorsement of the chief consul and two representatives of the State of Pennsylvania, fourteen members of the Philadelphia Bicycle Club, with whom it originated, and seven members of the Pennsylvania Club.

The paper has yet to be laid before the Germantown Club and others, and we have no doubt of its meeting with a pretty general support.

The future interests of 'cycling are of much more importance to wheelmen generally than the mere enjoyment of one or two days of fine wheeling. We lean tenderly toward the hospitable city of Washington and its genial "bikers," who so well know how to make us all at home, but Washington has nothing to gain in privileges, while New York is much behind-hand in that respect, and we ought to help her all we can.

Yours truly,

WOODSTOCK.

PHILADELPHIA, 17 March, 1883.

RACES

Prince v. Four.

A VERY large audience gathered at the Institute building on Saturday evening, 17 March, to see four selected riders "down" the champion, Prince, in a twenty-mile race. The meeting would have been a very interesting one had it not been for a series of misadventures that marred the two principal races. The experience with faulty pistols in the past should teach race managers to dispense with so unreliable a tool, and substitute the word "go" at the beginning and a bell at the last lap.

FIVE-MILE RACE.

The first race, a five-mile straight-away, was called at eight o'clock. Out of eleven entries, only four came to time: T. Coleman, East Boston; P. Aubin, Newton; A. D. Rice, Newton; James Hughes, South Boston. The race was exceedingly interesting, and several very lively brushes were made for the lead. In the fourth mile Rice and Hughes collided and were dismounted; the latter withdrew, but the former pluckily remounted and started after the leaders, who had, meanwhile, gained a good lead. At the last lap the pistol missed fire, and the riders had no signal that the race was about to finish. Coleman crossed the line first, followed closely by Aubin, with Rice some distance behind. The riders had no knowledge that the race was over, and kept on. Rice continued his stern chase, caught the leaders, and passed them, and came down to the scratch ahead on the extra lap; the crowd considered him the victor and cheered him loudly, but it was a barren victory. The time was as follows:—

NAMES.	1	2	3	4	5	TOTAL.
T. Coleman.....	4 01	3 50	3 53	4 01	3 55	19 40
P. Aubin.....	4 04	3 50	3 50	4 02	3 56	19 42
A. D. Rice.....	4 01	3 49	3 53	4 17	3 42½	19 42½
Jas. Hughes.....	3 59	3 51	3 53

TWENTY-MILE RACE.

The second contest, which was called about 8.45 P. M., was the event of the evening. This was a twenty-mile straight-away race between champion John S. Prince and four of the best bicyclers who could be found, namely: J. W. Wilson, of Boston; C. J. Young, of East Boston; R. Neilson, of Boston; and W. M. Woodside, of New York. Prince was to ride the full distance, while his competitors were to relieve each other at the end of every five miles. The first prize was \$100, and the second \$50. The rider who should make the best time for the five miles against Prince was to be presented with an elegant pair of ball pedals as his reward. Prince, also, was to receive a costly gold medal if he should beat his record. At about 8.45 o'clock Mr. Prince took his place at the scratch, together with J. W. Wilson, his first competitor. Prince had the pole. When the pistol sounded he allowed his rival to lead the way. On the third lap of the fifth mile Prince made a brilliant spurt and took the lead. He maintained a magnificent burst of speed for a couple of laps, and then Wilson gave place to Young; Young should have come down to the scratch abreast of Wilson and started from that point; instead of this he put on a burst of speed, passed Wilson, and took his start a quarter of a lap ahead. This was manifestly unfair, and the crowd expressed their disapproval by loud hisses. The champion was considerably annoyed, and thus Young was able to pass him and gain a lap. From this point all interest in the race began to ebb, for it was felt that no satisfactory time allowance could be made. The score sheet showed Young to be a lap ahead, and this was the condition of things when Neilson took his place. Prince continued his place at the rear wheel of his leader during Neilson's five miles and for the most part of Woodside's journey. Both of the latter men made satisfactory starts. At the beginning of the twentieth mile, as per arrangement, the starter fired a pistol shot, and, upon this, both men increased their already flying speed. In completing the lap Woodside ran a little distance beyond the scratch and stopped, supposing the race to be finished, but Prince kept in motion at undiminished speed. Woodside's friends called out to him to go on, but their cries were not understood, and thus, by a misunderstanding, Prince was an easy winner of the race. He continued rapidly circling around the track in order to break the record, and succeeded, making the race in 1h. 7m. 47½s., or about six seconds inside the American record. He appeared very fresh, considering the distance he had travelled.

Following is a summary of the race by miles:—

PRINCE.			
	M. S.	M. S.	M. S.
First.....	3 19	3 19	Wilson, 17 13
Second.....	3 23½	3 23	
Third.....	3 28½	3 28½	
Fourth.....	3 33	3 33	
Fifth.....	3 17	3 29½	Young, 16 16
Sixth.....	3 32	(2 57)	
Seventh.....	3 34	3 16½	
Eighth.....	3 20	3 19½	
Ninth.....	3 25½	3 25	Neilson, 17 15½
Tenth.....	3 13½	3 18	
Eleventh.....	3 23	3 18	
Twelfth.....	3 31	3 30	
Thirteenth.....	3 31	3 31½	Woodside, 13 11
Fourteenth.....	3 31	3 30	
Fifteenth.....	3 21	3 26	
Sixteenth.....	3 11	3 09	
Seventeenth.....	3 18	3 17	
Eighteenth.....	3 21	3 21	
Nineteenth.....	3 22	3 23	
Twentieth.....	3 12½	..	

1 7 47½

The first prize of \$100 was awarded to Mr. Prince; and the second, \$50, was divided among the four who were defeated. The pair of ball pedals, offered by Mr. Harry D. Hedger to the one of the four who made the

best time, was awarded to Mr. Young. Mr. Prince was awarded a special gold medal for beating the record.

FIVE-MILE RACE.

The concluding race was called at about ten o'clock, it being a five-mile challenge race for \$50 between J. W. Wilson and G. Harrison. The two contestants started from the scratch, Wilson taking the lead and keeping it throughout the race. The men kept close together and did little spurring, and, therefore, comparatively little interest was manifested in the event. Wilson won in 17m. and 43½s., Harrison being about three diameters behind.

The officers of all the races were as follows: Referee, Eugene E. Merrill; judges, C. S. Howard, A. D. Handy, and J. W. Wattles; timekeepers, J. G. Lathrop, A. L. Esterbrook, and W. J. Walsh; starter, W. W. Siall; scorers, Arthur Whitaker, W. P. Haskell, and A. H. Forbush; clerks of course, H. Corey, A. L. Atkins, and J. F. McClure.

"CHIC" writes: "The Columbia College games were very well attended on both Friday and Saturday night; the two-mile bicycle race (open to all) on Friday night, had for entries, Davidson, Thomas, and Robinson, and Smith, Sanford, Rood, and Harris, the last four of the Ixions; it was run in trial heats, Davidson, Harris, Smith, and Sanford winning a place in the final, which was won by Smith (H. Y.), of Ixions, in 8m. 35½s; Davidson second; Harris a close third; the track, an eight-lap one, was very poor and very narrow, and it was a wonder that there were no falls. Saturday night the two-mile college race brought to the scratch Howard and Reed, and, after a close and exciting race, it was won by Howard in 8m. 2½s., he coming in about a foot ahead.

THE races of the Cincinnati Club, held at Power Hall last Friday, brought together about five hundred people.

The two-mile event was won by Wright in 4om. 41½s.; Reed second, 41m. 18s; Barclay third, 43m.

The five-mile contest for the *Enquirer* medal brought to the scratch Messrs. Hall, Townley, Amaon, Galway, and Landy. There were several falls, and the event was won by Galway. We have no report of the time.

The boys' race was won by Muhlhäuser, in 3m. 57s.

The two-mile race was won by McBair, in 7m. 59s. Innes second, in 8m. 3s.

The one-mile race was won by Livingston in 4m. ½s. Allen crossing the scratch ¼ of a second later.

The fat men's race, for those who weighed over 150 pounds, secured four starters, Messrs. Whiting, Dawson, Davis, and Norton. Won by Davis in 4m. 51½s.

GOSSIP.

IF the Institute people wish the attendance of ladies at races they should provide accommodations for them. As it is now, a lady must pay twenty-five cents for a reserved seat or stand up. This is a discrimination against the sex which should not be allowed.

THE judges' stand at the races on Saturday evening was crowded with a lot of people who had no business there. When will the management issue tickets for the stand? and when will they fence off a place in front of the stand to which none but the officers will be allowed?

THE pool sellers sold their pictures at the races on Saturday evening.

A CORRESPONDENT in the *'Cyclist'* seems to question the right of W. M. Woodside to the title of "champion of Ireland." If he will refer to the *'Cyclist'* of 25 October, 1882, he will find a lengthy account of the "fifty-mile amateur championship of Ireland," which says that it was won by Woodside in 4h. 14m. 20s.

KEEN TO PRINCE.—John Keen, in reply to the American champion (J. S. Prince), will accept his challenge to back L. T. Frye against Keen for \$500 a side, and also that Prince will ride the winner, if the last-named will make a substantial deposit and forward articles to Keen. The match to come off within three

months on any fair track in America. Keen wishes Prince to understand that business only is meant. — *Sportsman*.

PRINCE says he also means business, and will make a deposit with some sporting paper and have articles forwarded to Keen.

GEORGE HOSMER, the professional sculler, and his brother, Albert Hosmer, will take to bicycle riding next season.

WOODSIDE has issued a challenge to race any bicyclist in the country, barring Prince.

PRINCE challenges any four riders in the country to a twenty-mile "relieving race"; he to ride the full distance and they to ride five miles each, standing start. The race to be for a sweepstake of \$800. Each of the four to put up \$100. Prince to cover it with \$400.

THE races of last Saturday evening were advertised to be run under "Wolverhampton rules." We wonder how many of the judges knew what those rules call for, and why the races were not started from a stool.

WHEEL CLUB DOINGS

THE Ovid (Mich.) Bicycle Club intend to hold a spring meet during the latter part of May.

This club will publish a periodical devoted to the interests of 'cycling in the United States, and Michigan in particular. Charles S. Reeves, president of the club, is editor, and H. W. Keys, captain, is sub-editor. Wheelmen everywhere are invited to contribute to its columns. The paper will be sent to any address on receipt of twenty-four cents postage, by W. C. Marvin, secretary and treasurer of the Ovid Club.

GEO. H. HARRISON, of the Ovid Club, will shortly remove to Columbus, Ohio. What is Ovid's loss will be Columbus' gain.

IN our editorial note anent the "first bicycle club," in saying that it was the first club to open the riding season, we of course referred to this immediate vicinity, and should, perhaps, have been a little more explicit in our statement. The Capital Club took a twenty-mile spin to Forrestville, Md., and return, on the morning of the first. Other clubs, in various sections of the country, were no doubt on the road at about the same time.

At the annual meeting of the Champion City Club the following officers were elected for the ensuing year: President, A. M. Crothers; captain, T. J. Kirkpatrick; lieutenant, F. S. Cook; secretary, Arthur Worthington; bugler, Edward Barrett; club committee, Frank Warder, Dwight Olds, and Charles R. Shepherd. The club will support Bert Kitchell, of the Cincinnati Club, for League representative.

THE Milford (Mass.) Wheel Club was organized 16 February, with eleven members. It is officered as follows: President, H. U. Greeley; vice-president, H. E. Nelson; secretary and treasurer, C. H. Fisher; captain, F. L. Fay; first lieutenant, A. H. Ball; second lieutenant, J. I. Harris.

THE sociable trike ordered by the German Bicycle Club is a Centaur Dual Convertible.

At the annual meeting of the East Bridgewater Wheelmen, held in their new club room, Thursday evening, 15 March, the following officers were elected: Alfred B. Parker, president; F. Collamore, Jr., secretary and treasurer; C. C. Wing, captain; Edward Waterman, lieutenant; club committee, H. T. Packard, Lester B. Shaw, C. C. Wing.

At the next regular meeting of the Albany Club, 5 April, Secretary Gallien will give the boys a little spread. This will be the first social event of the season.

At the February meeting of the Cincinnati Wanderers the annual election for officers took place, with the following result: Calvert Townley, president; Julien V. Wright, captain; John K. Scudder, secretary and treasurer; Warner E. Galway, bugler; all of Cincinnati. The club membership now numbers more than a dozen, with good prospects for an increase.

MARYLAND BICYCLE CLUB sat down to their annual banquet, at Guy's Hotel, Baltimore, Wednesday, 14 March. Secretary Spurgeon sends us one of their menus, which is very tasteful.

CAPT. A. D. CLAFLIN has gone South on account of ill health.

WE saw the Massachusetts Club Treasurer Devoe-ting himself to a tricycle the other day. He was climbing Beacon Hill.

THE Maryland Club, at its first annual meeting, on the 12th inst., elected the following officers: President, E. A. Griffith; captain, Len S. King; secretary, William Spurgeon; treasurer, E. F. Le Cato; first lieutenant, E. R. Jones; second lieutenant, A. B. Harrison; bugler, J. Day Flack; house committee, Yates Penniman, E. P. Hayden, Thos. J. Flack; executive committee, Messrs. Griffith, King, Spurgeon, Le Cato, Penniman; *ex officio*, Harry E. Brown, and Arthur Bruce. We hope to give a brief history of the club next week.

THE Bostons had their second club run on Saturday last. Wind, dust, and mud combined to render the attendance small.

A. L. FENNESSY, secretary of the Springfield Club, took "chops" with the Bostons, Saturday.

THE Bostons' "ladies' night" was a great success. About one hundred and fifty ladies and gentlemen visited the club house during the evening.

At the annual meeting of the Scranton Bicycle Club, held on Thursday evening, 15 March, 1883, the following officers were elected for the ensuing year: President, Edward B. Sturges; vice-president, Dr. J. Emmet O'Brien; captain, George Sanderson, Jr.; lieutenant, George L. Mayer; secretary and treasurer, Fred. C. Hand; guide, James W. Pentecost; bugler, Harry Filmore; club consul, E. B. Sturges. The club have arranged for headquarters and will fit up the rooms in good shape; the location is

central, and is adjoining the Forest House, one of the most popular hotels in this part of the State, and exceedingly so with bicyclers. The club now numbers twenty, and will add several new members during the coming season.

THE Newton Club will support the Springfield slate, which is, chief consul, H. E. Ducker; representatives, W. E. Gilman, C. L. Clark, F. P. Kendall, J. S. Webber.

This club will hold its annual election and dinner at Young's Hotel, Tuesday, 10 April.

CURRENT CALAMO.

THE roads in this vicinity are rapidly getting in good condition, and many wheels were on the road Sunday.

WE were out on our trike on Saturday, but found the riding hard and unpleasant on account of the dust and strong March wind.

THERE is much more interest felt in the League elections this year than last. Massachusetts, especially, is flooded with tickets.

THE amateur races last Saturday were not sanctioned by the League, as no application was made for it. We think our position is right, that too rigid rules are detrimental to the best interests of the League.

IT is evident to us that the sooner we have some good handicap races the better. We have an official handicapper, and it would be well to give him employment.

H. B. HART, of Philadelphia, has established an agency in Baltimore.

THE Sparkbrook Manufacturing Company, of Coventry, England, has purchased the tricycle business of the National Arms and Ammunition Company, of Birmingham. They have removed the plant, etc., to Coventry, where they will continue the manufacture of the National tricycle.

"CHIC's" letter was crowded out this week.

THE Springfield Club have nominated Mr. H. E. Ducker for the position of chief consul for Massachusetts, and will spare no effort to secure his election. Mr. Ducker is a most enthusiastic bicyclist, a hard and vigorous worker in all he undertakes, and if elected will, we are sure, spare no effort to advance the interests of the League. His management of the affairs of the Springfield Club show him to be a man of great executive ability.

CHIEF CONSUL BECKWITH is going into League matters with vigor, and this week presents some proposed amendments to the constitution and rules.

D. R. ORBISON, of Sidney, Ohio, writes favoring Washington for the League Meet, on account of the beauty of the city, etc. He thinks the West would be well represented were Washington selected.

WE shall have to ask the indulgence of our correspondents once again, for the opening season find us almost swamped under a freshet of manuscripts. We have had to turn the course of the torrent and send much of it into our waste basket, and we look with dismay upon a pile of material which we would like to lay before our readers. Our friends who do not see in print what they have written may congratulate themselves that the mss. are in good company.

A BALTIMORE friend writes: "Cincinnati boasts a band on wheels. Four cornets, one alto tuba, small drum, bass drum, and cymbals. They practise on their wheels in Power Hall every night, and take part in the exposition this week. At the League Meet in Washington???"

WE notice that H. S. Tibbs, of the Montreal Club, has been going in for dramatics this winter. His Capt. Hawksley in "Still Waters Run Deep" is said to be very fine.

WE regret our inability to accept the kind invitation we have received from the Capital Club to attend their third uniform soirée dansante next Monday.

ATTENTION is called to our special terms to clubs who desire to send the WORLD to their entire membership.

As we go to press comes a letter from Brockton (Mass.), signed "Shoe Town," complaining that the southeastern part of the State is not represented in the recent nominations made for League officials. Our correspondent nominates W. M. Pratt, president of the City Bicycle Club, of Brockton, as representative for the "southeastern division." There is some wisdom in his remarks that "in politics there are men who would like to dictate and absorb just what offices they want, and it seems that some bicyclers are not far removed from this platform." It does seem as if Attleboro', Quincy, Brockton, Taunton, New Bedford, and towns in their vicinity should be entitled to representation.

EX-CHIEF CONSUL GULLEN, of New York, goes to England next month.

IN our column of "Wheel Club Doings" we refer to the establishment of a bicycle monthly. The following letter, sent by President Bates in reply to a request to contribute to it, explains itself:

H. N. KEYS, CAPTAIN OVID BICYCLE CLUB:—
Dear Sir, — I am of opinion that the Ovid Club will act unwisely in attempting to establish a bicycle monthly. I think the concern will not pay, and cannot be made to succeed. There are not enough wheelmen in this State to sustain an organ; and a bicycle journal which will have to resort to all sorts of shifts to catch outside custom, and then fail, will neither be a wiser nor a creditable move.

The wheelmen of the whole country should unite to sustain and make better the League organ, the BICYCLING WORLD, also *The Wheelman*, monthly. Every scheme which takes away support from the real organs we have, and tends to break them down, without any prospect of building up a better, seems to me a scheme to be discouraged instead of promoted by every wheelman who has at heart the true interests of our order. My advice is to drop it.

Fraternally yours,
L. J. BATES.

DETROIT, 17 March, 1883.

A Night Race.

BALTIMORE will shortly have a ten-mile spin for the State championship, to which title, at that distance, some seven or eight have equal claims. Three of the aspirants met on Tuesday, and got excited, the result being that they went out to Eutaw Place, which has just been paved with asphalt blocks, and ran a ten-mile race in the dark with lamps lit. The track is thirty-seven feet short of half a mile, and the distance being staked off, they started at 9.02 P. M., C. R. Evans, E. E. Williams, and Frank Fisher. Nine miles was done in 19m. 43s. Each man in turn tried to get away, but a ten-foot string would have tied all three any time. On the last lap the pace was terrific for a night race. Coming round the last corner into the homestretch, Williams ran over a stone about the size of a caraway seed, and his lamp swung forward and back, and over and round and round. Fisher, who was just behind, thought he was enjoying a terrific header, but it was an optical delusion, for they all passed over the finish line, Evans first, in 40m. 28½s., Williams second, by five feet, and Fisher as many yards behind. If any one thinks they can beat that time on a city street, on a dark night — well, *experientia docet*.

ESSEX COUNTY SUPERIOR COURT. — The case of Stewart v. Adams was given to the jury Thursday morning, with the instructions by Judge Brigham, that owners of bicycles had equal rights in the streets with owners of other vehicles; that they were bound to exercise reasonable care and prudence in the propelling their bicycles, as were the owners of horses and carriages; and that Stewart was entitled to recover if, while in the exercise of due care on his part, he was damaged by reason of Adams's negligence in using or riding his bicycle. The jury returned a verdict for defendant. Brickett & Poor for plaintiff; J. P. & B. B. Jones for defendant.

EXOTIC MEMS.

THE result of the 'Cyclists' Touring Club vote may be of interest to our readers. Number of votes cast, 3,419. For a change, 2,677; against, 635; neutral, 107. In favor of 'Cyclists' Touring Club," 1,754; 'Touring Club,' 554; balance scattering.

It is reported that on the occasion of the London Bicycle Club's annual ride from Bath to London, the London Tricycle Club will start with them, in order to test the comparative merits of the two machines on the road. We await with interest the result. The distance is one hundred miles.

CHARLES TERRONT is closely confined to his bed. Although his sickness is not dangerous, still it is hard to say when the ex-champion can recommence his training that was so unfortunately inter-

rupted. Jules Terront, who was beginning to profit by the lessons of his brother, continues his daily work, for Civry takes Charles Terront's place as trainer.

A CURIOUS CASE OF KIDNAPPING. — Lately, an Englishman put in a Pesth paper the following notice: "Wanted, to undertake a long journey, young and pretty girls, who can ride the bicycle. Address, 'Tabakgasse.'" The fair sex could not resist this offer, and a number of girls of the common and working classes presented themselves at the appointed place. Some days after, it was noticed that a number of them had disappeared, and no trace of them could be found.

SCURT will exhibit his skill as a monocyclist, in a few days, at Troyes.

ITALY. — RACING AT VENICE. — The races appointed for 1 February were postponed on account of bad weather, until the 4th. In spite of the shortness of the track (about seven laps to the mile) and the sharpness of the turns, the occasion was successful. The distance run was four laps (three-fifths of a mile), and the time in the various events was 2m. 16s., 2m. 11s., and 2m. 7s. The track was laid out in the square of Saint Mark.

LAROUSSE wished to have the use of the velocipede compulsory for students in schools and colleges.

A Challenge.

Editor *Bicycling World*: — Since there is considerable dissatisfaction with the result of the race of Saturday evening last, I will make the following proposition: I will run the same four men a similar race; they to run in the same order as before, and each one to start from a push off. I will allow the first man a start of ten seconds, which will compensate for the loss of the flying starts to the three men. Each of the four men shall put up \$100, and I will put up \$400, and we will run for the \$800; or I will run for a purse of \$300, if it be offered by anybody.

JOHN S. PRINCE.

LEAGUE OF AMERICAN WHEELMEN.

AMATEUR wheelmen everywhere are cordially invited to join the League of American Wheelmen. Applications for membership should be sent to Fred T. Sholes, secretary, Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

THE Constitution, rules, and officers of the League are published in full in the special number of the BICYCLING WORLD, which may be obtained, post free, by sending 25 cents to the office of the WORLD.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

BOARD OF OFFICERS. President. — W. H. Miller, Box 245, Columbus, Ohio; Vice-President. A. S. Parsons, Cambridgeport, Mass.; Corresponding Secretary, Fred T. Sholes, Cleveland, Ohio; Treasurer, William V. Gilman, Nashua, N. H.; Recording Secretary, Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES. RULES AND REGULATIONS. — W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me.

RIGHTS AND PRIVILEGES. — A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

MEMBERSHIP. — E. K. Hill (chairman), 424 Main street, Worcester, Mass.; Henry W. Williams, 25 Washington street, Boston, Mass.; Chas. P. Shillaber, 124 State street, Boston, Mass.

RACING BOARD. — S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

RAILROADS.—Burley B. Ayres, 189 Michigan avenue, Chicago, Ill., (Chairman); N. M. Beckwith, 21 W. 37th street, New York; J. W. Pero, Fremont, Ohio. *Auxiliary Committee*—W. A. Friese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; Dr. G. L. Henderson, Kansas City, Mo.; W. H. Miller, Columbus, Ohio; C. D. Standish, Detroit, Mich.; Geo. D. Gideon, Philadelphia, Pa.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem*

PEQUONNOCK WHEEL CLUB: *Add.*
3478. Jno. Rowen, care Watson Iron Works, Bridgeport, Conn.
3479. R. Frank Libby, Bank street, " "

KINGS COUNTY WHEELMEN: *Add.*
3484. P. V. Dougherty, Jamaica, N. Y.
UNATTACHED:

3480. M. Buchanan, 252 Broadway, N. Y.
3481. Junius E. Beal, Ann Arbor, Mich.
3482. Chas. H. Chickering, Smithville, N. J.
3483. C. Walter Higgins, " "
3485. Alvan M. Hill, " "
115 Canal street, New Orleans, La.
3486. Jno. Nightingale, Dale Mills, Paterson, N. J.

CORRECTION:
3466. E. C. Klipstein, 1800 Franklin avenue, St. Louis, Mo.

Members L. A. W. of New Jersey.

Fellow-Wheelmen:—Again it becomes necessary for us to choose our State officers for the ensuing year. It is to be noted with regret that New Jersey stands very low in League membership, and has never taken any real active steps in the way of League work. Now let us strive together to improve this state of affairs during the coming year, and endeavor to place our State higher on the list in point of numbers and good work than it stands to-day.

To start with, let every one cast his ballot at the coming election, and let us elect a chief consul who will take hold of matters vigorously from the start, and then let us all put our shoulder to the wheel and help him.

I beg leave to place before you the name of Henry Stewart, Jr., of Hackensack, and hereby nominate him for the office of chief consul, feeling assured that he is thoroughly competent to perform the duties of the office. He is an enthusiastic bicyclist, a hard worker, and a gentleman; besides, being a practicing lawyer in New York, his professional knowledge would certainly be of great value in connection with the duties of the chief consulship. I earnestly ask your votes for him.

Now let some League member in the southern or western part of the State nominate a gentleman from his vicinity for the office of representative. Let us hear from Trenton or South Jersey. Fraternally,

C. J. WOOD, *Rep. L. A. W., N. J.*

HACKENSACK, N. J., 15 March, 1883.

Michigan L. A. W. Attention.

The Ovid Bicycle Club have seen fit to place upon their slips the name of their captain, H. N. Keys, of Ovid, Mich., for chief consul, and Ed. F. Woodcock, of Albion, Mich., for representative. Our object in doing this is to place the officers of the L. A. W. as near the centre of the State as is possible. We earnestly hope for a full support for our choice as we believe it for the interests of every cyclist to vote for them. Yours,

WILL C. MARVIN, *Sec. and Treas. O. B. C.*

12 MARCH, 1883.

League of Ohio Wheelmen.

The executive committee League of Ohio Wheelmen met at Columbus, 12 March, and among the business transacted was the following:—

A resolution was adopted favoring Washington as the place of holding next L. A. W. Meet, and also believing that an earlier date, say about the middle of May, would be a more suitable time for same.

They also recommended that the L. O. W. become a division of the L. A. W., and to that end a committee of three was appointed to draft constitution and report at next executive committee meeting to be held in June.

The following ticket for April L. A. W. election was nominated: For chief consul, H. S. Livingston, of Cincinnati; for representatives, W. H. Miller, of Columbus, and Alfred Ely, Jr., of Cleveland.

In consideration of the fact that Mr. W. H. Miller (President L. A. W.) has proven a very active and efficient officer, has been to much expense and time in fulfilling the duties of that office, has not only been foremost in the fight against the Green bill, but has been persistent in his efforts to advance bicycling interests in general, and has had such an experience as will be a fit him for the office a second term, it was resolved that the League of Ohio Wheelmen do most earnestly recommend his re-election for the coming year.

Sign Boards.

L. A. W. REPRESENTATIVES, MASSACHUSETTS EXECUTIVE BOARD, AND MASSACHUSETTS CONSUL:—

Gentlemen:—Allow me to report that, in pursuance of the charge laid upon me at the last meeting of the executive board, I have completed the signs then ordered, and am now ready to deliver them. The boards are all two feet four inches in length, made in three sizes: No. 1, five inches; No. 2, eight; and No. 3, eleven inches in width. The signs required should be ordered of Chief Consul F. S. Pratt, 22 Front street, Worcester, Mass., who, in his "Notice to Massachusetts Consuls," under date of 1 February, 1883, has given all necessary information concerning them. Yours fraternally,

EDWARD F. TOLMAN,

Special Com. on Sign Boards.

15 March, 1883.

Notice to Massachusetts Consuls.

GUIDE boards are to be ordered from the chief consul. Send him drawings of such signs as you need, indicating name, date, and direction. In many cases you will find that public road signs already in use will serve every purpose when made to signify their new meaning by the addition of the League stencil figure. Always obtain consent of local authorities before using the stencil upon public property or setting guide boards upon the same. Whenever a public sign does not point out the best road for cycling, endeavor to post a League guide board conspicuously at the proper turn; but avoid needless multiplying of sign boards.

You will soon be supplied with stencils, and by reference to the combination symbols given, they can be used freely and with good effect.

FRED. S. PRATT, *Chief Consul.*

Massachusetts Membership L. A. W.

To those unacquainted with the facts the report of Corresponding Secretary Sholes regarding the number of League members in Massachusetts (413) must, indeed, have been a surprise; but, perhaps, a few words will explain our real status and indicate that, in place of losing, we are in reality gaining in membership, and still active at work.

Massachusetts has never been entitled to ten representatives, (hardly half that number), and the falling off to four for our present election is not from loss of members, as it would appear, but as the direct result of an official count, which should have been made previous to our first election.

On 1 November, 1882, there were but 358 members of the League in our State; at the time of this writing there are 477, showing an increase of 119 in the four winter months, which we must all admit is highly creditable to our State Division.

If we may credit the numbers assigned to the various clubs in our State in the special number of the WORLD, there are at least 1,000 riders in the State who are not League members, and fully one half of this number are club men.

I want to appeal to all these riders to come in and help us, and keep Massachusetts just where it belongs, *i. e.*, at the head of the list. You say, what benefit shall I gain by joining? Just give us 1,500 members for one year, and then see if you need to ask that question.

Our State division is actively at work; so are Ohio and New York; and if we have any desire to keep our place as first in membership, much earnest work must be done this spring and summer, for I know President Livingston, of L. O. W., means business, and who can doubt Chief Consul Beckwith's determination to place New York foremost? Let's wake up, and this year place our membership not less than 1,000, and then what satisfaction we shall have in asking our sister States to follow our glorious example.

F. P. KENDALL,

Sec. Massachusetts Div. L. A. W.
WORCESTER, MASS., 14 March, 1883.

Proposed Amendments.

The following amendments will be offered at the next meeting of League officers, by N. Malon Beckwith, of New York.

SECT. 4 OF THE CONSTITUTION.—Insert after "Treasurer" third line, "Chief consuls, one from each State, and each State with a membership of fifty shall be entitled to one representative and one additional representative for every fifty members. No State with a membership of less than fifty (50) shall be entitled to a representative; and these officers," etc.

RULE 9.—There shall be an annual business meeting of the League at such time and such place as the board of officers may determine, at a meeting to be held at least two (2) months previous to the fifteenth day of May, and of which general meeting at least one month's public notice shall be given. At this meeting, etc.

RULE 11.—Once a year there shall be held a race meeting under the auspices of the League and the National Association of Amateur Athletes, for which suitable championship medals shall be provided. These

races open to all amateurs. There will also be a prize offered for the League championship (distance one mile), which shall remain the property of the League until it shall be won three times by the same competitor.

RULE 12.—Two meetings of the board of officers shall be held each year; one in the spring, at least two (2) months previous to the fifteenth (15) day of May, and one in the fall, subject to the call of the president.

RULE 21.—Substitute "as" for "at," nineteenth line, second section.

RULE 25.—Substitute for clause (h): or who is not a paid teacher of bicycling, or any other athletic exercise.

RACING RULES.—All championship races shall be held under the immediate supervision of the League or its constituent clubs, or the National Association of Amateur Athletes of America, in conjunction with the League.

No trotting, athletic, or other non-League organizations shall be allowed to hold State bicycle championships in which League members shall compete, without the special sanction of the racing board.

Privilege to hold State championships may be granted to League clubs or authorized associations when the importance of the meeting is sufficient to warrant the racing boards' special sanction, although not more than one race shall be offered as a State championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

RULE 16.—Strike out "no handicap races shall be run in heats."

RULE 17.—Substitute: The measurement of tracks shall be made on a line drawn eighteen (18) inches from the pole.

RULE 18.—Substitute "races" for rules," second word, first line.

CONSULS New York State, appointed by Chief Consul Beckwith:—

New York city, W. R. Pitman, captain Ixion Bicycle Club.

New York city, Edwin Oliver, Citizens' Bicycle Club.

Brooklyn, N. Y., W. R. Bidwell, Kings County Wheelmen.

Peekskill, N. Y., Edward F. Hill, captain Courtlandt Wheelmen.

Hudson, N. Y., Harry R. Bryan.

Yonkers, N. Y., M. Clinton Smith, 171 Warburton avenue.

Flushing, L. I., A. Polhemus Cobb.

Syracuse, N. Y., W. H. Olmstead, 71 Clinton street.

Dunkirk, N. Y., Dr. George E. Blackham.

Elmira, N. Y., J. B. Coykendall, captain Elmira Bicycle Club.

Staten Island, N. Y., E. C. Delevan, Jr., Westervelt avenue, New Brighton.

Poughkeepsie, N. Y., R. O. Osborn.

Middletown, N. Y., Harry O. Ogden, 27 Mulberry street.

State Lists of L. A. W. Membership.

Gentlemen:—During the last ten days I have received a number of inquiries and requests for lists of State membership in the L. A. W. for election purposes. The use is a good one, as it tends to "the survival of the fittest," and I regret exceedingly not being able to furnish them. The only copy in this office is an alphabetical list containing nearly 3,000 names of past and present members, and the proper classification of such a record and facilities for a general distribution of the same are out of the question at present. Chief consuls were supplied with such a list some time since by the League treasurer, Mr. Gilman; and as soon as possible the corresponding secretary's list will be better arranged to meet such needs. Meanwhile, kindly indulge your *pro tem.*, who is altogether willing, but unable to do immediately, all he would for the League.

Sincerely,

FRED. T. SHOLES,

Cor. Sec. pro tem.

CLEVELAND, OHIO, 17 March, 1883.

CYCLISTS' TOURING CLUB.

The following applications for membership have been received:—

F. D. Livermore, 18 Custom House street, Providence, R. I.

Chas. H. Allen, Jr., Fifth and Main streets, Cincinnati, Ohio.
 J. Howard Morgan, Westerly, R. I.
 Geo. H. Day, 181 Capitol avenue, Hartford, Conn.
 E. F. Parker, 46 Clark street, Auburn, N. Y.
 C. W. Fourdrinier, 153 Tremont street, Boston, Mass.
 P. G. Dausch, M. D., 3 No. Broadway, Baltimore, Md.
 R. D. Knight, 18 Custom House street, Providence, R. I.
 R. P. Ahl, 90 Chester square, Boston, Mass.
 A. D. Clafin, Newtonville, Mass.

RENEWALS.

F. A. Jackson, 608 Chapel street, New Haven, Conn.
 J. A. Cross, Valley Worsted Mills, Providence, R. I.
 J. A. Reeves, R. I. Hospital, Providence, R. I.
 E. C. Danforth, 75 Randall street, Providence, R. I.
 W. P. Anthony, Phoenix Iron Foundry, " "
 A. G. Carpenter, 2 Westminster street, " "
 S. C. DeMunn, 64 So. Main street, " "
 W. W. Walker, Williamsport, Pa.
 W. W. Bridge, 363 Westminster street, " "
 J. G. Carpenter, Wilkesbarre, Pa.
 Ed. G. Mercur,

CORRECTION.—H. P. Kelly.

APPOINTMENT.—State consul for Mass., Henry W. Williams, 258 Washington street, Boston, Mass., vice J. S. Dean, resigned.

FIXTURES.

Monday, 26 March:
 Capital Club, third soirée dansante.
 Tuesday, 27 March:
 New Haven Club promenade concert.
 Spring meeting of L. A. W. officers at Worcester.
 Wednesday, 28 March:
 First annual "hop" of Laramie Club.
 Friday, 30 March:
 Kings County Wheelmen's annual dinner.
 Monday, 2 April:
 Lawrence Bicycle Club, annual meeting.
 Milwaukee Bicycle Club, annual meeting.
 Tuesday, 3 April:
 Haverhill Bicycle Club, annual meeting.
 Brooklyn Bicycle Club, annual meeting.
 Missouri Bicycle Club, annual meeting.
 Thursday, 5 April:
 Albany Bicycle Club, annual election.
 Tuesday, 10 April:
 Newton Club, annual election and dinner.
 Wednesday, 18 April:
 Meriden Wheel Club, first annual exhibition and ball.
 Wednesday, 23 May:
 Harvard Bicycle Club, race meeting at Beacon Park.
 Wednesday, 30 May:
 Annual L. A. W. Meet.
 Saturday, 9 June:
 Champion City Club go into camp.
 Tuesday, 12 June:
 Citizens' Club, annual meeting.
 Monday, 18 June:
 Portland Club start on tour.
 Sunday, 1 July:
 Chicago Bicycle Club start from Ann Arbor on Canadian tour.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

L. W. S., Washington.—Photo. received. Thanks. Have sent ours.
 N. G. A., Athens.—Thanks. Have written.
 FRID. T. SHOLES.—Thanks. Will send more if you need them.
 H. B. SMITH MACHINE COMPANY.—Thanks.
 JULIUS WILCOX.—Crowded out. Will use next week.
 BEN. F., East Rochester.—Crowded out. Will try and use next week.
 SAM. B. GRAMM, Marietta.—Would gladly publish had we room. We think, however, that there is little danger of New England being choked. We are very sorry to refuse so many communications, but just now we are completely overrun with "copy."
 J. F. ADAMS, Haverhill.—Thanks.
 A MINORITY RESPONDENT, Baltimore.—We cannot publish letter unless your name is sent as a guarantee.
 SHOE TOWN.—Letter received too late to print entire.

OVERMAN WHEEL CO., HARTFORD, CONN.:—

Gentlemen,—You must be well aware of the blessing you have conferred on bicyclists by introducing Harrington's Enamel, one of the neatest and most durable finishes for a bicycle ever invented; a finish that embodies all that is claimed for it, and must eventually displace paints and nickels.

Having spent a number of hours in the last two years scraping and cleaning my bicycle, I determined to have my new "Sanspareil" roadster enamelled full polish, "style D" and you have sent me the finest looking bicycle I have ever seen.

I have tried your enamel in various ways, and find it true to its claim, i. e., you cannot by any fair usage scratch or chip off the smallest particle, while rain and mud have no effect upon it whatever.

To me, Harrington's Enamel has removed the only drawback to bicycling, and made it a pleasure to be able to ride in all weathers, without dreading the job of cleaning and scrubbing my wheel.

Bicyclists have only to use the enamel to appreciate it, and once having a bicycle enamelled, you are always sure of their future patronage, as no man who values his time can afford to be without Harrington's Enamel.

Yours truly,

HENRY E. DUCKER,
 Pres't S. B. Club.

SPRINGFIELD, MASS., March 3, 1883.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLE FOR SALE.—A 54-inch Special Club; hollow fellos; full-nickelled, except wheels; balls over all; ball pedals; everything complete; cost \$170; has never been ridden. Will not sacrifice, but will discount from price. Persons buying new machines will do well to inspect this bicycle. H. D. COREY, 10 Milk street, Boston.

FOR SALE.—A Harvard Tricycle, in first-class order; now having a coat of enamel put on; will sell for \$100. W. W. STALL, Brighton, Mass.

FOR SALE.—A 52-inch Special Columbia; A No. 1 condition, shows wear a little on tire; price \$97. Address H. D. WILLIAMS, Johnstown, Pa.

TRICYCLE WANTED.—Give perfect description and state lowest cash price, how long in use. Address GUMP BROS., Dayton, Ohio.

ROYAL SALVO SOCIABLE.—FOR SALE. R Silver plated and in good order. Price, \$135. Will take a bicycle in exchange. GUMP BROS., Dayton, Ohio.

FOR SALE.—A 52-inch full-nickelled British Challenge, dropped handle bar, rubber handles, Aolus ball pedals, good as new, been ridden very little. Cost \$168, and will sell for \$125 cash. Address, ALBERT TREGO, care S. T. CLARK & Co., Baltimore.

FOR SALE.—\$135. A 52-inch Special Club. One of the best English machines. Full nickelled, ball bearings both wheels, Aolus ball pedals, McDonnell cyclometer, King of the Road lamp. In perfect order, ridden but one season. Cost \$180. Address S. H. SHRIVER, 74 N. Fulton street, Baltimore, Md.

WANTED, a second-hand American Star bicycle. Address GARVEY'S BICYCLE AGENCY, 405 Chestnut street, St. Louis, Mo.

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

TO RACING MEN.—A 55-inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

THE BROOKLYN BICYCLE CO. (Limited)

161 & 163 Clymer St., BROOKLYN, N. Y.

W. L. SAMSON, Sec. G. R. BIDWELL, Gen. Mng'r.

General Wheel Agency.

Bicycles Stored, Repaired and Rented for road use. Instruction given in our large hall on the premises.

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4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

ST. LOUIS, MO.—Garvey's Bicycle Agency, 405 Chestnut street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

BICYCLERS' SILVER LUSTRE POLISH.—The best known polish for cleaning and keeping bright—nickel-plate, free from all acids, highly recommended and extensively used by bicyclers. Sent post free on receipt of 25 cents. Address SILVER LUSTRE CO., P. O. Box 461, or No. 95 Walnut street, Cincinnati, Ohio.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

W. W. STALL.

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BRIGHTON, MASS.

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Enamelling, Nickel Plating, Polishing, and Painting at lowest market rates.

Parties building machines furnished with Parts, Plans, Estimates, etc.

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ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

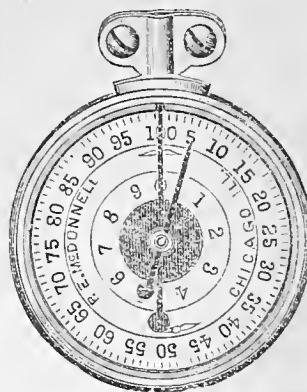
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"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

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Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

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Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers

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Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

Bags, Saddles, Bugles, Slings,

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BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,

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Hollow Rims, Steel Rims,

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and Ball Rear Wheel Shafts,

Pedal Shafts, etc., etc., etc.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 30 MARCH, 1883.

Volume VI.
Number 21.

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Elegantly made and perfect fit guaranteed.

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Our aim is to give fine goods at medium prices.

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WHEN YOU SEE "HARRINGTON'S ENAMEL"

Stamped on Frame of Your Bicycle You
will Know

That it will not chip off nor crack.
That it will look well while machine lasts.
That you can leave it months without attention.

That neither mud nor salt water will hurt it.
That you can borrow a machine to rub, as yours won't need it.

For prices and particulars, address the sole American proprietors.

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Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



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THE CUNNINGHAM COMPANY, Importing Manufacturers of Bicycles and Tricycles.

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Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

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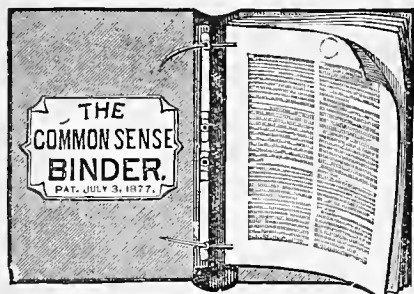
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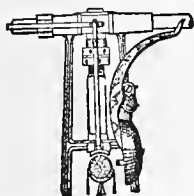
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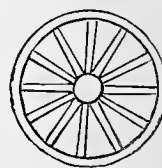
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SPECIAL NUMBER OF "BICYCLING World."

CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.





Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 30 MARCH, 1883.

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A WAY TO WORK.

THE greater portion of our readers being wheelmen who appreciate the benefit and pleasure to be derived from the intelligent and consistent use of the bicycle and tricycle, it is unnecessary to dilate the advantages of 'cycling, either as a practical means of conveyance or as a healthful and invigorating exercise. We know and our readers know that as a pastime it is unsurpassed. It is not always pleasant or best to anticipate the

future; but in attempting to advance any cause, and especially one like ours, it is oftentimes necessary to do so that the proper means be used to secure the desired end.

The proportions which 'cycling will assume in this country depends almost entirely upon the condition of our highways. It therefore behooves all who would be of substantial aid in promoting and furthering the interests of the wheel to use whatever influence they have or may have to secure better roads. It is for the interests of 'cycling that as many wheelmen as possible should be elected to official positions in our State and municipal government, and for this purpose we should like to see our voting 'cyclers take more interest in general politics. We printed several months ago a copy of a placard which was displayed at Cheltenham, England, during an election in that town calling upon all to

VOTE FOR

KITE,

THE TRICYCLIST,

AND NO MORE LUMPY ROADS.

As this gentleman was elected, we may draw a practical conclusion that the public at large want good roads, and recognize the fact that a tricycle rider will at least know what a good road is and will use every effort to keep them in a suitable condition. Every rider who would benefit himself and the cause should endeavor to induce those occupying official positions to take up either the bicycle or tricycle, and to place in office those who already ride.

It is an excellent thing where it can be conveniently done to extend courtesies to civic officials. What man can attend a dinner or social gathering of any of our leading clubs without being favorably impressed with the dimensions 'cycling has assumed and the character of its devotees. Anyone who sees gathered together sixty or one hundred members of a bicycle club must feel that there is a strength and an interest not to be slighted. In this connection it may be well to allude to the subject of parades as they affect the general public. In the way of affording any pleasure to the participants they are a failure, as a less restricted run would be much more enjoyable.

The way in which they affect the public depends mainly upon the number of riders; and unless our annual meets will gather together at least five hundred

riders it would be as well to abandon the parade. An annual convention of the wheelmen of the United States which gathers together but two or three hundred will not give the public a fair idea of the important place we occupy among the national sports.

We labor under many disadvantages of which the riders of England know nothing. The centuries when the only public modes of conveyance were stage coaches had the effect of making well-made highways a necessity. These good roads still exist and render touring in England a positive pleasure. In many parts of this vast country the locomotive on a specially-prepared road thunders its way, furnishing almost the only method of travelling from place to place. All our energies should be bent to secure good roads and hotel accommodations, the two things most needed to make 'cycling in America what it should be.

WE regret to record the decision of the New York Supreme Court that the Central Park Commissioners have discretionary powers in the matter of regulating or prohibiting certain kinds of vehicles from passing through or into the sacred confines of the park. That the exclusion of bicycles from Central Park is unjust goes without saying; that it is legal we have the edict of New York's Supreme Court. We are not familiar enough with the country in the vicinity of Gotham to say how much the bicyclers of that city need Central Park for riding purposes, but, from their anxiety to be allowed to use it, we judge that the advancement of the sport is seriously affected by this decision. There is, however, some hope left that the time may come when the park commissioners will show more sense in the exercise of their "discretionary powers." The best course now open to New York wheelmen is to use every effort to convince the gentlemen composing the board of park commissioners that the bicycle should be allowed the same privileges as other vehicles.

BUT though the decision of the court will appear to many to settle the question, it by no means does so, as the case will be carried up to the Court of Appeals.

THE enthusiasm evinced in many localities regarding the League elections is gratifying to us, as it indicates an in-

creased interest in the League. We are not in a position to advocate the election of any one in particular, and desire merely to occupy a neutral position. We should have preferred the re-election of F. S. Pratt for the chief consulship of Massachusetts, as we believe his conduct of the League's affairs in his State were productive of as much good as was possible under the circumstances. We certainly trust that the election will be carried on without a tinge of bitter feeling, as dissension in the League will do more harm than even years of inactivity. We have presented the names of all who have been nominated, and hope the members of the League will vote for the ticket they think best calculated to promote the interests of our national association.

THE two nominees for chief consul of Massachusetts are personal friends of ours, and which ever is elected he can be assured of our support in anything which will be for the interests of bicycling in the League.

New York Letter.

THE little spark set in the board of park commissioners, on Wednesday, by the committee from the Citizens' Club, has apparently kindled quite a fire, and, apart from the result already obtained, viz., the use of the Riverside drive at any rate, for the League Meet on Decoration Day, the stir that has been occasioned by it is placing us in considerable prominence before the public, and in a way scarcely to our detriment. The papers, one and all, are in our favor, and are advancing their several arguments to that end in almost daily editorials, placing the aspect of the case in its proper light before the gaze of the park commissioners. They comment on the late decision of the supreme court confirming the authority of the commissioners in the well-known test case, and advise, in subtle contrast to same, that now that they had had their cause and prerogatives vindicated by the law, they yield, in kindly and generous feelings, privileges to us that attempted coercion could not obtain. They have promised to consider the question, and I really think that influenced public opinion, our unabated exertions, pushed now by a class of bicyclers who are as different from those formerly known in New York as night from day; and if they will only continue it a while longer, the favorable editorials in the periodicals of the day will finally have their effect, and they will allow us certain privileges, which although only entering wedges, will widen as we go. The committee of the Citizens' that waited on the board consisted of Messrs. Brown (president), Beckwith (captain), Bourne, and Schuyler, of that club; and the matter

could not have been entrusted to more judicious and able hands, being, as they are, model representatives of a rising and sturdy class of the community.

We have not had many visitors here the past week. Col. Pope has been here with a party of ladies, and has been taken around considerably as a guest of the Citizens'. Capt. Fred. Fielding, of the Lowell (Mass.) Club, has also been here for the last three or four days, with a party of ladies and gentlemen from that place, as a guest of Capt. Pitman and the Ixions. He reports the riding as not yet commenced in his section of the country, owing to the bad state of the roads, not yet recovered from a severe winter. Says, also, that the L. A. W. electioneering is going on very brisk in his section, and that H. E. Ducker, of Springfield, is a prime favorite for Massachusetts State consul. His party left town yesterday.

Doc. Beckwith and Jenkins, of the Citizens', leave for Worcester to-morrow night, bearing credentials and petitions from the Citizens' and Ixions to the L. A. W. officers, that they hold the League Meet this year in New York. I imagine now that, judging from the latest arguments advanced, New York will probably be selected, and the prospective parade of wheelmen here on Decoration Day is already exciting considerable attention amongst non-riders as well as riders.

Jenkins, of the *Wheel*, will soon be seen hopping around our boulevards on an American Star, and the "Owl" is thinking of getting a sociable tricycle. (Mr. Dean will please take notice.)

The Ixions, as well as the Citizens', have been constantly on the road since the first of the year, averaging, when the roads were ridable and weather permitted, from six to a dozen men to each club per day, on the road. The Ixions have already had three club runs, having taken the first run of the year, in all probability, as they had nine or ten of their men riding the old year out and new year in on New Year's eve. The Citizens' have also had three or four club runs, and these facts are easily proven.

The Ixions had a club run of ten men, accompanied by Thompson (Len-lost Club), two of the Citizens', and one unattached, to Olm's Hotel, Riverdale (about twelve miles out), on Saturday night, staying there Saturday night, and, after extended rides in the vicinity, came back to-day thoroughly satisfied with their trip, and an elegant time which they had.

They tell strange stories of mashing by Capt. Pitman and his double, Willie Newman; of their wonderful moonlight ride to Riverdale at midnight; of the final winding of Oliver's renowned horn at the doors of the hotel; of the terrible exploits of Thompson, and the competitive "sluggers" of Egan and Sanford; of the fine roads and the elegant weather; of the state of emotional insanity which came upon a valuable heifer straying along the country road at seeing Harry Jones, of the city, riding a bicycle; and

the final run back to town and welcome at the clubs; and another mark added to our archives. CHIC.

NEW YORK, 25 March, 1883.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

A Rudderless Critic.

Editor Bicycling World:—The "clinch" with me which an unknown critic in the *WORLD* of 16 March declines for himself he has ventured to take with some of the facts of tricycling, and much to his disadvantage. In contrasting front with rear steering on grades I did not refer particularly to balance-gear machines; yet it is and ever must be true, as I stated, that the rudder is most effective in front on down grade, and at the rear on up grade; also, that the Coventry double-steering combines the advantages of both. Tilt a balance-gear front-steerer up on its drivers, and how long will it "run in as straight a line with its wheel in the air as when on the ground and keep its steady, straight course up the hill?" Just as long as the wheels meet equal resistance; the moment one is obstructed and slowed, the gear (as my sketch of its workings shows must be the case) would let the unhindered wheel go ahead on a curve. Whoever does not know that the rudder wheel in any tricycle whatever performs the office of keeping the machine in a straight course as well as to turn it to the right or left, and is about as needful for one as the other, has yet to learn the mechanics of the tricycle. What is a ship's rudder for? My critic's reasoning would reduce the rudder wheel almost to a "tiller." Give him the smoothest mile of level (to say nothing of grades) and a balance-gear tricycle, balanced on two wheels and relying on its gear to keep it in a right line, would treat the lookers-on to a comical exhibition. That "the Coventry's single driving wheel is constantly slipping" I almost pronounce impossible. Put that machine in the most trying place and apply indefinite power,—then one of three results must follow: the machine must go ahead, hill or no hill; or the steerers must skid under the pull from the other side; or the driver must slip. The driver bears the extraordinary and peculiar proportion of over half the weight; I never could make it slip, and the steerers might slide first, although under impracticable circumstances (say with an anchor out at rear) I don't know what would yield. The skittishness, swerving, and gutter-seeking charges are very singular, although I can't presume to dispute the experience on which they are based. The King of Siam denied that water can ever become firm enough to support the weight of a man. He spoke from experience, and he was right;

yet skates are used all the same. The longer and wider experience must govern. As for those constant plagues, holes and stones, the reader who never saw a tricycle will have no trouble in guessing (and correctly) which best avoids them, a three-tracker or a two. But if my friend ever saw a Coventry tricycle sent into the gutter by a "whack" from a stone on either steerer (unless possibly at speed, with the rider not steering at all) I think he has enjoyed a phenomenon. He would take obstructions by pulling up his third wheel and going on the two. But when he has pulled it up he has a two-track machine for the instant, which is what the Coventry is all the time. Most certainly I do say, and so will the majority, that it is easier and better to avoid stones than to lift the steering wheel up above them. The first formal objection named — that of side-drag — is theoretically and a little way admitted, but I have already discussed it in its practical result. The second objection — that the Coventry is level-gear — is disposed of by the fact that it is built in this respect as the purchaser chooses. The remaining objection, "the necessity, from the style of pattern, of making all the turnings towards the left, instead of to the right, as the law of our roads requires," if it means anything means that this machine can turn out only on the left. This critic claims to have used the Coventry; did he ride it in that way? Does he intend by this ridiculous statement to say that the Coventry reverses the rule of the road in America, and compels vehicles which meet it to pass on its left? The simple fact is, that although the old Excelsior or Flying Dutchman pattern (with three unequal wheels) did conform to the English custom of passing to the left by placing the large driver on the left, — that is, on the *down* slope of the road, — the shape of the Coventry and the position of its wheels have nothing to do with passing on one side or the other. The steerers are on the right, so that the right hand can do the steering, but I know of one specimen built to order with them on the left, although I see no advantage in the change. My unknown critic seems here to betray himself as trying to do what I have never tried to do: write down a particular machine. Whoever ventures to deny that the Coventry possesses positive and valuable points of advantage which are contained in no other will find himself in a very lonesome minority. I say only that I prefer its good and bad points, on the whole, to the good and bad points of others; anybody else may think the balance inclines another way, and his expression of preference has equal right with mine, but he should not carry it to the extent of misrepresenting the machine he does not choose, even when the misrepresentation is too wild to mislead any readers, unless those who as yet have only the haziest notions about tricycles.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 17 March, 1883.

Massachusetts League Election Again.

Editor Bicycling World. — As the election of State officers to the L. A. W. is drawing near, and seems to be the absorbing topic of conversation at present among amateur wheelmen, I would like to make a few remarks concerning the same. To begin with, every amateur wheelman in this State can not help feel that the League is not a success. The constitution of the L. A. W. distinctly states that its objects are: 1st, to promote the general interests of bicycling; 2d, to ascertain, defend, and protect the rights of wheelmen, and to facilitate and encourage touring. Now, I would like to ask of what benefit has the L. A. W. been to Massachusetts wheelmen? No benefit at all. And why? Simply because it has not been under proper management, and has been identified too closely with the interests of the trade. This is generally conceded to be the true cause of the falling off of membership from one thousand to four hundred in this State within one year, and if this thing continues it is only a question of time (and a very short time, too) when the League shall cease to exist at all. Now, the only remedy for this difficulty is for every member to take an active interest and elect such men as will be a benefit to the League, and not a detriment. The League was not organized to help or promote the interest of bicycle manufacturers or dealers, and I do not wonder at all that the English make a laughing stock of us. They have very good reason to, and no intelligent man feels like casting back their insinuations, for he the very reason that he knows they are in the right, and it would be folly to dispute it. A very small proportion of the members who are entitled to a voice in elections care to vote at all, and the writer knows of one club of thirty members, twenty of whom tore their ballots up. So little interest was manifested that they did not care a snap who was elected. Now this is absolutely wrong, and shows very conclusively that something must be done. Even the two Boston clubs who nominated the first State ticket for officers this year expressed so little interest in the choice of nominations that when a nominee was proposed not one dissenting voice was heard, and yet there are some members of one of the nominating clubs who now object to the ticket. I think it is now time for every member who has the interest of the L. A. W. at heart to vote conscientiously and vote for the best man. And if Massachusetts wheelmen want a man who can not be intimidated or made a cat-paw of, they should see that their vote goes for Henry E. Ducker, of Springfield, for chief consul.

A. L. FENNESSY.

SPRINGFIELD, MASS., 27 March, 1883.

Editor Bicycling World. — When the ticket nominated by the Boston and Massachusetts Clubs was published I hardly expected to see any opposition to

it, for, besides the distinguished character of its indorsement, the ticket itself seemed to be all that could be desired. I have always felt that Boston ought to furnish the chief consul of this State, but if that cannot be, I do think a better choice could not be made than the present candidate, Edward K. Hill, of Worcester. The Springfield ticket, more recently offered, is undoubtedly a strong one, and, with President Ducker at its head, the members of that club naturally feel that anything short of success is hardly possible. Mr. Ducker is entitled to all the compliments which the last *WORLD* bestows upon him. I should not attempt to detract from his well-earned reputation for ability and enthusiasm, of course, and even the fact of his being actively engaged in marketing the Sanspareil bicycle, as agent for S. T. Clark & Co., should not disqualify him for the office of chief consul; but neither does it endow him with any advantage over Mr. Hill, who is more generally recognized as an "agent," while his time is really devoted to other pursuits. Representative Hill has strong claims upon League members from a long service in their ranks, dating from the Newport Meet, where he assisted in organizing the L. A. W. Without seeking office, he has labored faithfully on important committees, where it is well known that the most effective work is done with the least popular appreciation. His familiarity with the history, politics and internal workings of the League is worth considering, and if sound judgment, practical common sense and untiring energy are useful qualifications in the chief consul of Massachusetts, then Mr. Hill will answer the test. His friends believe that if elected he will not disappoint their high estimates of his executive capacity. The ticket headed by E. K. Hill also contains the name of Vice-President A. S. Parsons, whose election on the State board is necessary in order to return him to the important office he now holds. There is not the slightest doubt which ticket ought to win for the best interests of the L. A. W., and it behooves every Massachusetts member to vote and to vote intelligently.

WORCESTER.

Information Wanted

Editor Bicycling World. — The communications in regard to tricycles in the *WORLD* of 16 March were read with interest, but fail to cover the point that the machine for the West must be a two-tracker, not less than three-foot gauge of track. The field here is worth cultivating, for our comparatively level prairies afford great scope for their use, if they are adapted to our roads. I would like to inquire of the readers of the *WORLD* if any of them have found a successful lubricant for the centres of their bicycles. The most rapid wear of any about the machine takes place there, and no oil I can find helps matters much. I have inserted a screw in the oil hole of the

lower centre, and force in beeswax, which succeeds pretty well in preventing wear, but is rather troublesome, especially when using a brake. Yours, etc.,

J. I. VEEDER.

EDDYVILLE, IOWA, 22 March, 1883.

[If our correspondent will insert a couple of raw hide washers at the centres he will find them excellent to prevent wear. — ED.]

The Western 'Cyclist.

Editor Bicycling World: — We notice in the columns of the WORLD of 23 March, 1883, a letter from L. J. Bates, of Detroit, concerning the bicycling journal which we intend publishing. Have the kindness to publish the following as a reply: —

To L. J. BATES Detroit, Mich.: —

Dear Sir, — We are of the opinion that you are acting very unjustly in attempting to injure the journal which the Ovid Bicycle Club will soon begin publishing. You think the concern will not pay. We do not expect it to pay. It is not a financial venture. It is not our intention to make money out of it, but to help bicycling throughout the United States and Canada. It is not expected to be held up by the State of Michigan. It is to circulate everywhere. It will not fail, as it is not backed by *wind*, but money. In conclusion, Mr. Bates, we would say that it is not only absurd, but nonsense, to think of such a thing as our journal (the subscription price of which is twenty-four cents a year) affecting in any way the BICYCLING WORLD, *Wheelman*, or *Wheel*. On the other hand, we intend to benefit these organs, and shall use our columns to that end. Furthermore, we wish to state that the *Western 'Cyclist*, published under the auspices of the Ovid Bicycle Club, of Ovid, Mich., will be published every month, and will not be a failure simply because one, and only one of Michigan's wheelmen, sees fit to try, without just cause, to discourage it. We are hearing from all over the United States, and, as with one voice, they say, "Success to the enterprise."

Very truly yours,

H. N. KEYES, *Capt. O. B. C.*

[We are sure Mr. Bates has no desire to discourage anything that will advance the interests of bicycling. — ED.]

Declination.

Editor Bicycling World: — My name having appeared in the last issue of the BICYCLING WORLD as a candidate for representative, I desire to say that it was without my knowledge or consent, and that I cannot allow the use of my name for that position. F. P. KENDALL.

[This illustrates the necessity of using a little more care in making nominations. — ED.]

Combination Tricycles.

EVERYBODY is trying to say something original about tricycles, so here goes: We have all seen the combination tools that

include ("all for ten cents") corkscrew, gimlet, glass cutter, can opener, etc., and we all know that they won't perform decently a single one of these functions. Well that is my idea of convertibles. There is n't one of them, to my knowledge, that is a *thorough* success in either double or single form. The various "converting" arrangements are anything but satisfactory. One pattern combines the disadvantages of a hinge-jointed frame in the sociable form, with single-driving in the single. If any one doubts that these *are* disadvantages, let him try them once. Another offers the extraordinary inducements of double driving in both forms, combined with rigidity of frame in double, but there are four or five points of juncture that are liable to get loose, and in the single form the steering wheel is not where it should be, — in the centre, — but is in front of a driver. Of course there are cases where the advantages of convertibility are so great as to outbalance these disadvantages, but purchasers should not delude themselves into the belief that in buying the *best* convertible, they are getting a combination tool that will perform the functions of either the single or double as perfectly as will those built *solely* for the one purpose and use.

IXION.

Murray-Slee Matter.

Editor Bicycling World: — In justice to the judges and referee of the Murray-Slee fancy riding contest, I desire to make the following statement: The author of your publication of the 16th inst. seems to have overlooked the fact that Mr. Murray did all the tricks of motion and mounting (upside down mount excepted) with as much ease and grace as did Mr. Slee. The contest was governed in the following manner: A list of tricks was arranged and approved by both contestants; they were then called out to the riders by the referee, and each was allowed three trials at each trick. If success crowned the first attempt they were scored three points, if the second attempt was the successful one they were credited two points and if they failed on first and second attempt, and accomplished the trick on the third trial, only one point was given them. If both contestants were successful on first attempt the judges decided according to grace, adding one or more points to the score of the contestant accomplishing the trick with most ease. At the close of the contest Mr. Murray had scored the greater number of points, and was justly declared the winner. I am an uninterested party and write only from the fact that your publication referred to is likely to impress the minds of persons not acquainted with the facts with the idea that the decision of the judges and referee was unfair. Such is not the case. Mr. Murray's riding in all respects was excellent, and he only received what he justly merited when he was decided the winner of the contest and champion fancy rider of Maryland.

EYE WITNESS.

Philadelphia Races.

Editor Bicycling World: — After having read the reports of the late races at Philadelphia, and your comment relating to Smith; also the report in the *Wheel*, which would apparently make the contest as being one of machines instead of riders, in justice to the manufacturers of the American Star bicycle, which in this case seems to be the object of prejudice, I deem it proper to say that they had nothing whatever to do with the races, nor did they encourage any of their good riders to participate; therefore the contest was between a few Star novices in Philadelphia and her more skilful crank riders. I might explain as regards Smith, the subject of your comment, that he is not strictly a Star rider, although he has been practising on the Star lately, and, judging from the limited control he had of the machine, it is a question whether he could have ridden any faster or have kept the track better. It must be admitted, however, that he rode widely and badly, and does not understand the Star. Again, your correspondent admits that Green beat Crawford, but alleges that it was because Crawford fell, which is hardly the case, for Green fell twice, and if neither had fallen it is probable that Green would have beaten his competitor a lap. Therefore we think it would have been proper for your correspondent to have said that Green won notwithstanding the two falls to Crawford's one. Again, in the final heat with Dyson it would have been proper for your correspondent to have said, after admitting that both fell and that Dyson had gained three fourths of a lap in the operation, that Green quickly made up the loss, and was about to pass Dyson, when, going round a corner which forced him out too far where it was very slippery, he received a second fall by which he lost nearly a lap, and consequently the race, but Green pluckily remounted his machine and, amid cheers for both riders, gained three-fourths of a lap in the last half mile, was steadily gaining on Dyson, and in a few more laps would have won.

Green did not know he was on his fifth mile until the last few laps, or the result might have been different, and he, therefore, like Crawford, feels that he lost the race by error.

Inasmuch as the contest has been denominated "one of machines," I should explain that Green did not ride his own machine, having borrowed one from a friend, which was a 51-inch road machine, with large tires, and weighing sixty-five pounds. I do not know that it is proper to criticise the report in the *Wheel* through your columns, but in reference to fancy riding it would seem that the judges decided in favor of Hansell, while the truth is the judges disagreed, one being for Hansell and the other for Pressey, and the referee decided to give choice of cups to Pressey, and first prize — the cup that was left — to Hansell, which to me looked like a draw.

I do not invite controversy, but believe any unbiased observer will substantiate the above facts.
FARGEDPU.

Massachusetts Nominations.

By the Boston and Massachusetts Clubs.—Chief consul, E. K. Hill; representatives, C. L. Clark, J. S. Webber, A. S. Parsons, H. E. Ducker.

By the Springfield and Newton Clubs.—Chief Consul, H. E. Ducker; representatives, C. L. Clark, J. S. Webber, W. E. Gilman, F. P. Kendall.

By Brockton.—Representative, W. M. Pratt.

The polls will be closed 10 April, and it behooves every member of the League to see that his ballot is mailed in time to reach Cleveland before midnight of that day.

WHEEL CLUB DOINGS

THE Westboro' Bicycle Club reorganized 20 March, 1883, with the following officers: President, H. J. Newton; captain, H. W. Smally; secretary and treasurer, J. E. Balloch; bugler, J. E. Balloch; first lieutenant, E. C. Bates.

THE Milwaukee Club start 30 June on their fourth annual tour through Waukesha County, and will extend over four days.

THE Massachusetts Club held their first run of the season last Saturday.

THE Bostons' ladies' reception was such a success that another is already talked of.

THE Tremont Club's president is a ventriloquist of wonderful powers, and, as an entertainer, is a host in himself.

THE annual dinner of the Newton Club, announced in our "Fixtures," will be served at Young's Hotel.

THE Greenfield Club gave a ball on Friday, 16 March, and scored a grand success. Wheelmen from Springfield and elsewhere were present.

YALE COLLEGE is to have a new bicycle club.

EDWIN MOHRIG and G. R. Butler of the San Francisco (Cal.) Bicycle Club, rode from that city to San José and return, one hundred miles, on 4 March. They left San Francisco at 4.30 A. M., reached San José at 10.30 A. M., and got back to Oakland at 8 P. M. The roads were reported fair, but the wind was unpleasantly strong.

THE Boston Tricycle Club intend to call a meet in a few weeks, to which all riders of the three-wheeler will be invited to participate. We shall be there with our trike.

WE wish club secretaries would be more prompt in sending in news for this department.

At the meeting of the Connecticut Bicycle Club, 23 March, Mr. George H. Day, present representative for this State in L. A. W., declining renomination for another year, we nominated for chief

consul Mr. S. A. Marsden, of New Haven, and for representative Dr. T. S. Rust, of Meriden.

THIS club have just voted into the club a dozen new members, and look for a very prosperous season.

AT the annual meeting of the Kings County Wheelmen, 22 March, the following officers were elected for the ensuing year: Robert T. Hibson, president; W. L. Samson, secretary; J. M. Sorzano, treasurer; Frank J. Smith, captain; Edward Pettus, sub-captain; Geo. H. Hooper, color sergeant; Wm. H. Austin, bugler. In consequence of the death of one of its members, Mr. Herbert Rogers, the annual dinner has been postponed until 13 April.

THE City Bicycle Club, of Brockton, gave a very pleasant bonbon party last night.

A MEETING of the tricycling division of the Boston Bicycle Club was held at the club house on Wednesday evening, 28 March, at eight o'clock, for the purpose of more completely organizing and arranging for a general tricycle meet, to occur some time next month.

A TRINITY COLLEGE "Hare and Hounds" Club, and a Trinity Bicycle Club has been organized.

THE Harvard Bicycle Club meeting at Beacon Park will take place 10 May, instead of 16 May, and will be governed by the Bicycle Union racing rules. The committee in charge consists of Messrs. G. B. Morison, Eliot Norton, and F. W. White.

THE Ramblers went to Needham. Sunday, and had dinner at the League hotel. Ten men present; distance twenty-six miles; good roads all the way.

E. R. BENSON and H. M. Smith have been chosen for hares in the chase, Fast Day. Next Sunday this club goes to Quincy, starting at 2.30 P. M.

THE Crescent Club last Wednesday evening sat down to its first regular monthly dinner at Mieusset's. The attendance was large and the affair very informal and pleasant.

AT the regular meeting of the Chelsea Bicycle Club, held 24 March, it was voted:

"That the delegates from this club to the annual meeting of the L. A. W. be instructed to assist in every way possible the maintenance of the constitution of the League as adopted at an annual meeting, and to offer an amendment to present constitution denying all legislative power to the board of officers. It is highly important that the desire of the annual meeting should not be changed during the year, and we oppose any present or proposed legislation which places in the board of officers any power to change the constitution or rules."

THE Bostons turned out for their third run on last Wednesday.

L. A. W. Officers Meeting.

THE spring meeting of the board of officers of the League was held at the Lincoln House, Worcester, Mass., Tuesday, 27 March, 1883. Members present were Messrs. Clark, Shillaber, Williams, Parsons, Pratt, Hill, and Johnson, of Massachusetts; Carpenter, of Rhode Island; W. V. Gilman and E. M. Gilman, of New Hampshire; Beckwith, of New York; Lamson, of Maine; Miller, of Ohio; and Marsden, of Connecticut; in all, fourteen. Meeting came to order at 10.55 A. M. President Miller in the chair. C. L. Clark, of Boston, was elected secretary *pro tem*. Treasurer Gilman's report, showing a balance on hand of \$1,094.05, was read and accepted. The president had no report to make, but spoke encouragingly of the condition of the League. The corresponding secretary sent an interesting report, which was read to the meeting and accepted. Mr. Jenkins presented a report of the racing board, which has already been printed in the WORLD. He said the League had granted sanction to several races, and asked the opinion of the board in regard to the championship races with the N. A. A. A. That a complete record of every racing man for 1882 was on file at the secretary's office, so that handicaps can be framed intelligently. On the recommendation of the committee on rights and privileges, \$50 was paid to J. F. Adams to help defray his expenses in the recent suit against him. This committee reported another case where a suit had been brought against a bicyclist for frightening a horse, but no action was taken. A bill of \$39.77 for expenses of Ohio wheelmen in regard to the Green bill, was referred to this committee. Report of committee on membership dispensed with.

N. M. Beckwith, on motion of Mr. Parsons, was appointed chief consul for New York. The committee on stencils were instructed to provide one hundred stencils and outfits, at an expense not to exceed \$1.00 each. The act of the committee on membership in granting L. T. Frye honorable discharge was ratified. On motion of Mr. Lamson the "Fish Tail" sign-board was made the official one of the League. The action of the treasurer in accepting renewals up to the present time, contrary to the rules, was ratified. Three combinations of the Lamson stencil were adopted. They are the same as adopted by the Massachusetts division, with the exception of the cautionary signal, which is an arrow, pointing downward at an angle of 45 degrees in the direction of the danger. After a recess of an hour and a half, the meeting assembled and discussed at length the merits of various cities for the holding of the annual meeting. The general opinion seemed to be in favor of New York. Chief Consul Beckwith stated that, owing to the interest felt in the military parade on the 30th, it would be impracticable to have the Meet in New York on that date, and if that city were chosen, it would be

necessary to change the day to secure a success. Finally, on motion of Mr. Parsons, it was unanimously voted to hold the Meet in New York city. Subsequently the date was fixed for Monday, 28 May, and N. M. Beckwith was appointed chief marshal. The membership committee was instructed to prepare and publish a rule defining an amateur somewhat differently from the present rule. Several hours were spent in adopting amendments to the League rules, which we will publish next week. All amendments, except those to racing rules, and the one relating to a change in the date of the Meet, are to go into effect 31 May. On motion of Mr. Parsons it was voted to defray the expenses incurred by the Massachusetts division in furthering the interests of the League. E. K. Hill and C. H. Lamson were appointed a committee on stencils and sign-boards. The amendments proposed by Mr. Beckwith, that the League mile championship be held in conjunction with the N. A. A. A., and that tracks be measured eighteen inches from the pole were lost. No further business offering, the meeting, at 7.10 P. M., adjourned.

Riding With a Purpose.

BY "FAED."

THE genuine tricycling enthusiast does not require any extraneous attraction to induce him to ride at all times and seasons, when his business arrangements permit of his indulging in his pet recreation. So long as he is out of doors on his machine, he is happy. But the greater proportion of tricyclers are *not* genuine enthusiasts. They keep a tricycle for exercise sake, and seldom go far afield unless some unusual occasion calls for unusual effort. If they "caught the fever" at first, the novelty soon wears off; they cease to enthuse about the wholesomeness of the exercise, and either give up wheeling altogether and take to gout, or, if they retain sufficient interest to keep a tricycle, use it so slightly that they remain permanently "out of training," to such a degree that a short ride exhausts them and increases their aversion to the exercise.

Both classes—the enthusiastic and the apathetic—lose a great deal of the enjoyment which might be infused into their lives if they went rationally to work and rode *with a purpose*. If the enthusiast does not degenerate into a racing man, he wastes his time by running up a record of his year's riding. Speak to him on the subject of his rides, and he will descant eloquently upon the number of miles he rides in astonishingly short spaces of time, but on the wider topics of the natural and historical associations of the country he had passed through he will be dumb. He has "not had time" to stop and look about him! He may have ridden five thousand miles in a year, and yet know less of the country than a more observant man who has only ridden five hundred. *Chacun à son goût!* Let

the "scorcher" scorch as scorchingly as he pleases. But don't you be one of the scorchers, reader! By this I do not mean to discourage you in improving your speed, but rather to induce you to ride, when you do ride, with a more rational purpose than that of putting down so many miles in so many hours, in your diary.

The greatest virtue of the tricycle is that it is the most convenient means of locomotion which exists. Whether on business or pleasure bent, no means of getting from place to place is so universally convenient as tricycling. I ride my tricycle everywhere. If my engagements are to attend a dinner, social, dramatic entertainment, concert, or dance, I go by tricycle, unless the entertainment should be under strict sartorial provisions, necessitating the orthodox evening dress, which is not convenient for riding in. A quarterly meeting of the Union Council, a "selected" meeting of the self-appointed protectors (?) of tricycling interests, a committee meeting of my own club; every such engagement, in fact, I attend by means of my tricycle, generally accomplishing the distance in less time than it could be done by rail, bus, tram, or even hansom. If I have letters to post, shopping to do for myself or other members of my family, visits to pay to friends in adjacent or distant suburbs, or even business calls to make in the city, I select my tricycle as a matter of course, whereon to transport myself with the greatest convenience and pleasure. Mr. W. W. Williams, who rode over 12,500 miles on his tricycle during 1881, does all his business by that means of locomotion. I wish I could! Unfortunately, engraving cannot be very effectively done whilst awheel. If I could change my business for one requiring constant locomotion, such as Mr. Williams's, I would do so to-morrow. If I had a girl, I would use my tricycle regularly when visiting her. I can think of no greater advantage, indeed, for a man of marrying propensities, than to have a girl residing at a distance of about five miles from his house, with good roads between them. He would have an inducement—an object, a purpose—to ride over that intervening five miles with the greatest frequency. If the damsel did not possess a tricycle of her own, he could start a Convertible, and keep the extra parts at her house, so that when he rode over to see her, on the "single-half," he could rapidly add the "sociable-half" and take her for a spin, thus felicitously inaugurating a system emblematic of his condition when his matrimonial relations were completed—quite able to go about alone and to join his partner and so increase their mutual pleasure by "sociableizing" when leisure permitted. But I am wandering a trifle wide of my subject, as Mr. Browning told me I was at the "selected" meeting, so to return to our lamb and mint sauce.

With a repetition of egotism which is unavoidable when narrating personal ex-

periences, I have told you how "I" impress my tricycle into every-day service. But this does not blind me to the fact that most riders prefer to use their wheels for recreation alone. Good, then! How can we increase the pleasure derived from tricycling? Simply by having *some purpose* in our rides. It is not enough that we should go on year after year riding to the same accessible places for the mere sake of exercise. Nor even that we may be able to remember, and to communicate to our folk at home, the remembrance of the delightful appearance of the country. Cannot we "do two things at once?" If our rides do not cover much ground of historical interest, are there not lanes and by-ways rich in botanical treasures? It does not require a scientific study of botany to be able to collect pretty ferns wherewith to deck our "back gardens." Seasonable wild-flowers, such as abound within easy reach even of the Great City, form welcome adornments to the home; in autumn, blackberries and nuts can be collected with an ease, and carried home with a celerity, unequalled by any other means. Those whose tastes incline to geology require not to be told that the tricycle is the best possible adjunct to the pursuit of their hobby, and even unscientific geologists can in many cases visit the sea-coast and return laden with spoils of shells, fossils, sea-weeds, and what not. Followers of Isaac Walton cannot have a better means of reaching secluded nooks, wherein to tempt the finny tribe, than a tricycle; and pieces of water which would, without a tricycle, be inaccessible, are brought within easy reach of the boating, shooting, swimming and skating man. The sketcher can have no better servant than a tricycle, and the photographer is indebted to the three-wheeler for his best landscape negatives.

"But what about the man whose tastes have not inclined in any such direction?" Well, then, let the man bend his tastes, and turn his attention to something which will increase the zest with which he treads his wheels. Perhaps the pursuit last mentioned will be the most popular of all, it being so pre-eminently adapted to tricycular peculiarities. Many wheelmen have, during the past season, carried a photographic apparatus with them, and the subject is receiving increased attention. Hitherto, however, the great simplicity of the matter has not been represented. There is an impression that a lot of dirty work is necessary; that the amateur photographer is obliged to do all his messing about with acids and chemicals himself. Nothing can be more erroneous. Provided with a camera, and a stock of dry-plates and dark-slides, the amateur can take as many negatives as he pleases, and when he gets back to town can take or send his plates to a professional photographer, whose services can easily be secured to develop the plates, and even print positives from them, thus saving the amateur every atom of technical study and dirty messing about with "demned damp unpleasant

bodies." All that has to be learnt is the art of focussing and exposing; the rest can be delegated to a professional at a very trifling expense. When on a tour, the plates can be sent by post or parcels-delivery, as it does not matter how long a time elapses between the exposure and development of the plate. To men of means, such as the great bulk of tricycling tourists are, no better amusement can be imagined than thus securing, with little trouble, no dirt, and slight expense, permanent mementos of places they have passed through in the course of their travels; and assuredly no more satisfactory "purpose" can be had in view than that of making a collection of photographic representations of the every-varying places passed when tricycling; representations which are "a joy forever" to the owner and his friends alike.

He must be a deplorably-constituted man who cannot find some definite object to please his tastes when riding a tricycle. Spend as much time a wheel as you will, but let the wheel be a means towards an end. Ride with a purpose, and induce your friends to do the same, thus adding to the scanty amount of happiness to be found in this life. — *Tricyclist*.

CURRENT CALAMO

SETTLED at last.

THE League Meet will be held in New York.

EVERY wheelman should make an effort to be present and help make the affair a grand success.

QUITE a large number of wheelmen were on the road Sunday.

THE roads were in good condition, but the strong March wind rendered riding rather disagreeable.

BOUND copies of Vol. V. of the BICYCLING WORLD are now ready, and can be had at \$2 apiece.

AN agreement with the Crystal Palace Company for some of the championships to be held on their track has been submitted by Mr. Tanner to the Union and confirmed, it being finally decided to hold the one-mile bicycle and the ten-miles tricycle on the Crystal Palace track on 14 July, and the fifty-miles bicycle, on 21 July. The Druids Bicycle Club have withdrawn their support to the Union. The executive expresses its opinion that a more comprehensive name is desirable for the body.

WE had an exceedingly pleasant chat with a lady tricyclist at the Bostons' reception to their lady friends, the other evening. She speaks enthusiastically of the sport, and anticipates with much pleasure the coming season. Her only grievance is the scarcity of lady riders, which at present renders her appearance on the road somewhat conspicuous. In regard to seats and saddles, she confirms our opinion, and has a decided preference for the latter.

DR. COLEMAN has left Los Angeles and gone to Santa Barbara to spend a few days.

WE intend this year to keep a list of all bicyclers who ride one hundred miles or more within twenty-four hours. All who perform this feat will oblige us by forwarding their names and addresses, with the distance travelled, the time occupied, the make and size of machine, the condition of roads and weather, and the towns, etc., passed through.

As tricycling is surely on the increase, it would be a good plan for the League to establish a championship race for riders of the three-wheeler. Five miles would be a good distance.

THE Chicago Club has offered a fine medal for the member who rides the greatest number of miles during the year 1883. A good many of the boys are now working hard to pile up a "starter." The cyclometer records the distance of each wheel, and this is turned in monthly.

THE makers of the Facile bicycle have arranged for a road race on 22 June, from London to York. The rider who will beat Snook's record of 214½ miles will receive the ten-guinea pot. We wish some of our dealers would encourage the sport in the same way.

THE Hampton Court meet will probably be held 19 May. The Pickwicks, now in its thirteenth year, will head the procession, as usual.

CONSUL PITMAN's addresses are, from 8 A. M. to 5 P. M., 64 White street; from 5 P. M. to 12 M., Ixion Bicycle Club, 4 East 59th street; from 12 M. to 8 A. M., 45 West 14th street.

IT would be a good idea if nominations were made earlier, as greater opportunity would be given to discuss the comparative merits of the candidates.

THE Massachusetts Club have sent out a circular, indorsing the ticket placed in the field by the joint committee of the Boston and Massachusetts clubs.

WE should much prefer that correspondents would sign their own names to communications sent for publication.

PRESIDENT MILLER was in New York this week. The Ixions looked after him, so we know he was well taken care of.

IT is a surprise to many that the time made in actual contests should be much slower than the alleged time made in practice spins.

IT is a matter of regret to us that some clubs are mentioned so often in our columns, while many active clubs are never heard from. Club secretaries should consider it part of their duty to keep the press posted, and clubs should see that their secretaries do so.

THE following nominations have been made for New Jersey: Chief Consul, L. H. Johnson; representative, Harry C. Douglas.

WE had the pleasure of seeing the Overman rotary tricycle last Wednesday and were much pleased with its appearance. A detailed description of it will be given in a week or so. It is a double-drive front steerer, and looks very much like the Premier; altogether, a nice machine.

RACES

LOUISVILLE is to have an open air racing track.

THE West Philadelphia Athletic Association broke ground last week for their new ball field and bicycle track.

THE fifty-mile race for the championship of Illinois, between Conkling and Schimpeler, will take place in Chicago. The date is fixed for 2 April.

JOHN S. PRINCE expects to go west in a short time on a racing trip.

THE second heat of the tournament, given under the auspices of the Cincinnati Club, Friday, 23 March, at Power Hall, was largely attended, and proved to be very entertaining, as the wheelmen got right down to hard work, and exerted themselves to win. At the conclusion of the club parade the ten-mile race was called, and only two competitors answered, Messrs. W. H. Reed and J. V. Wright, whose records were: Reed, 38.17½; Wright, 38.16½. The next event was the race for the *Enquirer* medal, which was won by Ed. Landy, in 18.52.

Ira Taylor, G. Machey, E. Muhlhauser, F. Jennings, and W. Glenn entered for the one-mile race for boys, Muhlhauser winning in 3.47. N. E. W. Pierson, C. J. Jennings, F. W. Scarborough, A. W. MacBriar and C. Townley, entered a two-mile run, which ended in a fine victory for Townley, who covered the distance in 7.22. J. K. Cady captured the mile race in 4.02, his competitors being C. H. Allen, W. E. H. Marsh, and Joe Simmons. E. Muhlhauser took the second race, and George B. Davis defeated W. A. Whiting, M. J. Norton, and J. M. Dawson in the fat men's handicap for a mile. The struggle between Davis and Dawson was especially exciting, as they ran neck and neck for the last three or four laps. Davis' time was 4.33.

C. J. YOUNG, who received the pedals for making the best five-mile time in the twenty-mile race at the Institute Fair building, says that the donor of the pedals awarded them to him, and, consequently, he thinks he is better entitled to them than any other contestant in the race.

W. M. WOODSIDE, the bicycle champion of Ireland, has decided to visit England next June. He and John S. Prince will assist one another in preparation for races, and Prince will match Woodside to run some of the best men in the old country.

LEAGUE OF AMERICAN WHEELMEN.

AMATEUR wheelmen everywhere are cordially invited to join the League of American Wheelmen. Applications for membership should be sent to Fred. T. Sholes, secretary, Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

THE Constitution, rules, and officers of the League are published in full in the special number of the BICYCLING WORLD, which may be obtained, post free, by sending 25 cents to the office of the WORLD.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

BOARD OF OFFICERS. *President*. — W. H. Miller, Box 245, Columbus, Ohio; *Vice-President*, A. S. Par-

sons, Cambridgeport, Mass.; *Corresponding Secretary*, Fred T. Sholes, Cleveland, Ohio; *Treasurer*, William V. Gilman, Nashua, N. H.; *Recording Secretary*, Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES. RULES AND REGULATIONS.—W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamsun, Portland, Me.

RIGHTS AND PRIVILEGES.—A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

MEMBERSHIP.—E. K. Hill (chairman), 424 Main street, Worcester, Mass.; Henry W. Williams, 25 Washington street, Boston, Mass.; Chas. P. Shillaber, 124 State street, Boston, Mass.

RACING BOARD.—S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred Jenkins, secretary and official handicapper, 22 New Church street, Fox 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

RAILROADS.—Burley B. Ayres, 189 Michigan avenue, Chicago, Ill., (Chairman); N. M. Beckwith, 21 W. 37th street, New York; J. W. Pero, Fremont, Ohio. *Auxiliary Committee*—W. A. Friese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; Dr. G. L. Henderson, Kansas City, Mo.; W. H. Miller, Columbus, Ohio; C. D. Standish, Detroit, Mich.; Geo. D. Gideon, Philadelphia, Pa.

L. A. W.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

BINGHAMTON BI. CLUB:

3492	E. E. Kattell,	Binghamton, N. Y.
3493	Andrew Crandall,	" "
3494	M. C. Carver,	" "
3495	A. M. Durkee,	" "
3496	A. W. Clark,	" "
3497	H. F. Lyon,	" "
3498	Lagrange Olmstead,	" "
3499	Gerry Jones,	" "
3500	C. H. Hall,	" "
3501	A. H. Hall,	" "
3502	E. T. Hall,	" "
3503	C. H. Rogers,	" "
3504	G. C. Bayless,	" "
3505	W. H. Hecox,	" "
3506	W. H. Stone,	" "
3507	W. C. Bates,	" "

DENVER BI. CLUB:

3508	Capt. C. A. Little,	Denver, Col.
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PORTLAND BI. CLUB:

3509	John P. Sparrow,	Portland, Me.
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UNATTACHED:

3487	Geo. J. Martin,	Elizabeth, N. J.
3488	M. W. Halsey,	" "
3489	H. D. Eastman,	Framingham, Mass.
3490	A. H. Chamberlain,	Rahway, N. J.
3491	C. L. Severy,	Emporia, Kan.

CORRECTIONS:

3476	Grant H. Jones,	Elmira, N. Y.
3484	B. W. Dougherty,	Jamaica, "
3484	B. W. Dougherty, under Kings County Wheelmen, should be "touring wheelmen of Brooklyn," N. Y.	

Declination.

W. H. MILLER, ESQ., *President L. A. W.*, COLUMBUS, OHIO:—

My Dear Sir,—As I am a candidate to be voted for upon votes which it will be the duty of the committee on rights and privileges of the League to count, it seems to me (in view of the fact that there are two tickets in the field) that it would not be becoming in me to remain upon that committee to perform that duty. I beg leave, therefore, to decline to serve in this count, and ask that you will accept my resignation, to take effect 10 April.

I should have made this request earlier than no voter should, by any possibility, be influenced by the thought that the votes were to pass under my eye, but that I supposed that there was to be no contest in this State this year.

Assuring you of my desire to serve the League in any manner that I can with propriety, I remain, yours very respectfully,

ALBERT S. PARSONS,
Chairman Com. on Rights and Privileges L. A. W.

CAMBRIDGEPORT, MASS., 23 March, 1883.

Transportation.

The following railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore and Ohio; Grand Trunk; Chicago and Grand Trunk; Wabash, St. Louis and Pa-

cific; Illinois Central; Chicago, Alton and St. Louis; Wheeling and Lake Erie; Cleveland and Marietta; Ohio Central; New York, Chicago and St. Louis; Lake Erie and Western; Detroit, Grand Haven and Milwaukee. Special permits over roads that have not yet issued general instructions can be secured by applying to the nearest member of the committee or the chairman.

Very truly,

B. B. AYERS.

Declines to Serve.

Editor Bicycling World:—I was considerably astonished this morning to find my name in the list of consuls appointed by Chief Consul Beckwith. This is absolutely the very first intimation I have had of any such intention or desire, and am therefore constrained to think the publication erroneous, for I doubt that our excellent chief consul would take such a step without doing me the courtesy of consulting me on the subject. Had he done so, he would have learned that while I am glad to do all in my power to further the interests of the L. A. W. my professional duties are such as to preclude my giving proper attention to the duties of League consul; and therefore I would not accept the appointment even if it were offered me in due form. Yours very truly,

GEO. E. BLACKHAM,
L. A. W., 464.

DUNKIRK, N. Y., 24 March, 1883.

CYCLISTS' TOURING CLUB.

The following applications for membership have been received:—

APPLICATIONS.—L. C. Midgley, Millbury avenue, Worcester, Mass.; M. Buchanan, 252 Broadway, New York City; Lewis B. Graves, Northampton, Mass.

RENEWALS.—F. W. Blacker, 9 Irving street, Worcester, Mass.; A. H. Overman, Chicopee, Mass.; Paul Butler, Lowell, Mass.; A. A. Pope, 597 Washington street, Boston, Mass.; E. W. Pope, 597 Washington street, Boston, Mass.; A. L. Woodman, Esq., 113 Devonshire street, Boston; W. J. Burton, No. Attleboro', Mass.; C. H. Jenkins, Louisville, Kentucky; G. F. Harwood, Worcester, Mass.; E. L. Pierce, Jr., Milton, Mass.

APPOINTMENTS.—Hotel at the club tariff; the American House, Lowell, Mass.; consul for Baltimore, Md., S. H. Shriver, 74 No. Fulton street, vice Clymer White, resigned.

The Change of Name.

In the minutes of the council meeting, held at Carlisle, on Saturday, 17 February, 1883, Nos. 21, 23, and part of 14, read as follows:—

14. "That Mr. E. R. Shipton be appointed secretary of the club, the duties of that office to include the editing of the *Gazette*. . . . That the offices be removed as soon as convenient to London. . . .

21. "That the council, having under authority of the resolutions of the recent half-yearly general meeting, polled the whole club with a view to learning whether a change of title is or is not desired by the membership generally; and having received through the medium of the voting papers an emphatic reply in the affirmative, hereby declares that the club shall henceforth be known as the 'CYCLISTS' TOURING CLUB.'"

23. "That the future issues of the badge of the club shall be of the same shape and pattern as hitherto, but with the word 'Cyclists' substituted for 'Bicycle.'"

BADGES.

The change of design and the supplying new badges to our membership, now nearly 10,000 strong, must necessarily be attended with some delay. New members who desire badges must please bear this in mind, if they do not receive same with the customary promptness. Arrangements for exchanging old badges for new ones at cost price to the holders are now in progress, and the membership will be duly notified when same are completed.

THE NEW UNIFORM.

The pattern of the club uniform, the material of which it is to be made, and the prices (English) for which it can be obtained have all been fully stated and described in the club *Gazette* of February, 1883. It unfortunately happens that the revenue system of this country, which places a custom house toll of thirty-five per cent *ad valorem* and thirty-five cents *per pound added* on woolsens or articles of woollen manufacture, will virtually forbid a large proportion of our United States members from availing themselves of the suitable material and most comfortable attire which the club has decided upon. To obviate this, arrangements have been made with the Lamotte mills, Fairfax, Vermont, for the production of an absolutely all-wool cloth, which is to be in every respect an exact *face-simile* of the cloth made in England, and which will be supplied to *Touring Club members only* at the wholesale rate, \$1.35 net per yard. Before these arrangements can be perfected it is necessary that some estimate of the amount of cloth required shall be obtained, and each member who desires the uniform is

therefore requested to communicate with the chief consul without delay. If a sufficient number of names are forthcoming, the making of the cloth will be proceeded with at once, and the cloth can be ready for delivery early in April. About eight yards of cloth will be ample for each suit.

It has been suggested that the Norfolk jacket and the Boston Club shape of cap (with visor) being better suited to our variety of climate, should be adopted by the American membership in lieu of the jacket and polo cap depicted in the February number of the *Gazette*. To this it may be replied that although the club has no hard and fast rules as to cut of uniform, it would clearly not be advisable to depart from the standard pattern and cut unless such departure were desired by a large majority of our members. The consuls of the club will be glad to hear from those having any decided views on this matter.

BOOKS AND PAGES

The *Wheelman* for April reached us too late to receive notice last week, and thus allow us more leisure to examine its contents. The new cover, by L. S. Ipsen, is a great improvement over the one formerly used, and adds much to the appearance of the magazine. This number commences a new volume, and is filled with excellent articles and illustrations. The account of a marine bicycle trip, by C. A. Hazlett, and a tricycle tour from Paris to Geneva, are beautifully embellished with fine engravings. "A trip through Eastern Pennsylvania" is also well illustrated. New instalments of continued stories; poems by S. Conant Foster, Chas. Richards Dodge, and John Preston True, and other interesting matter fills its pages. Its leading editorial is a wordy discussion of Henry Sturmy's letter, monopolies, and patents, we notice some glaring errors of statement in it. It says that the modern bicycle "was well enough known for clubs to be formed here before the *Pickwick* was, for a paper to be published and a considerable book about it, prior to anything of the sort in England."

The first bicycle club in this country was formed 11 February, 1878, whereas the *Pickwick Club* was founded June, 1870. The *Bicycling News* was started January, 1875, and the first paper devoted to bicycling in this country was first published 22 December, 1877.

We have just received the *Wheel World* monthly for March. It is an excellent number, and contains an excellent cartoon of Frederick Moore, one of England's 'cycling celebrities.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

BIRDSBYE, Toledo, Ohio.—You will find what you want in our special number.

PSCHUTT.—Letter arrived too late for last week; so League Meet matter could not be used this week as the place is all settled. In regard to the "bickerings" we do not intend that you shall have an opportunity to find fault with us.

'CYCLOS.—Will use next week.

F. P. E.—Our call was for clubs, not bicyclers. Our special number contains list of clubs.

R. O. O.—Remittance received. Your bill was sent in paper, subsequent.

G. H. M.—Dust a little powdered rosin on the drum, and your brake, if properly fitted, will hold.

STENO.—Thought best to publish. Columns are open to all. We are not, of course, familiar with facts.

F. E. YATES, Chicago.—Will gladly publish next week.

FIXTURES.

Monday, 2 April:

Lawrence Bicycle Club, annual meeting.
Milwaukee Bicycle Club, annual meeting.
Chicago, Conking-Schmepeler race.

Tuesday, 3 April:

Haverhill Bicycle Club, annual meeting.
Brooklyn Bicycle Club, annual meeting.
Missouri Bicycle Club, annual meeting.

Thursday, 5 April:

Albany Bicycle Club, monthly meeting.
Boston Ramblers, hare and hounds chase.
Boston Bicycle Club, sixth annual Fast Day run.
Crescent Bicycle Club, annual Fast Day run.
Massachusetts Club, annual Fast Day run.

Tuesday, 10 April:

Newton Club, annual election and dinner.

Friday, 13 April:

Kings County Wheelmen's annual dinner.

Wednesday, 18 April:
Meriden Wheel Club, first annual exhibition and ball.

Monday, 28 May:
New York, L. A. W. Meet.

Saturday, 9 June:
Champion City Club go into camp.

Tuesday, 12 June:
Citizens' Club, annual meeting.

Monday, 18 June:
Portland Club start on tour.

Saturday, 30 June:
Milwaukee Club, fourth annual tour.

Sunday, 1 July:
Chicago Bicycle Club start from Ann Arbor on Canadian tour. Wheelmen desiring to join in the tour are invited to do so. Address the secretary, 189 Michigan avenue, Chicago.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 50-inch Yale Light Roadster; used only one season; will sell cheap. N. P. WYLLIE, Lowell, Mass.

FOR SALE.—All bargains. A 56-inch full-nickelled Harvard; run about fifty miles; as good as new; H. & T. bell; \$120. A great bargain. A 48-inch full-nickelled ball-bearing Standard; used but little; H. & T. bell; \$100. A 48-inch half bright, parallel-bearing Standard; Excelsior cyclometer; and H. & T. bell; first-class order; \$75. A 48-inch half bright, parallel-bearing Standard; H. & T. bell; \$65. A 46-inch full-nickelled Standard, cyclometer, and hub lamp; \$80. Correspondence solicited, H. R. BRYAN, Hudson, N. Y.

FOR SALE.—A 54-inch Standard Columbia; has been thoroughly repaired; will sell the bicycle with an Excelsior Cyclometer for \$75. Owner wants a larger wheel only reason for selling. Address A. P. C., P. O. Box 329, Flushing, N. Y.

FOR SALE.—A 50-inch American Sanspareil Roadster; full-nickelled plated; been rode about 100 miles. Address L. DROM, Salem, Ind.

BICYCLE WANTED.—Would like to purchase a second-hand machine in good condition; size, 46 or 57. Address, with full description, price, make, number spokes, age, etc., A. J. C., Box 693, Norwich, N. Y.

WANTED.—A second-hand 52-inch machine of any late and improved style. Address W. E. HOOKWAY, 30 South Salina street, Syracuse, N. Y.

FOR SALE.—A 54-inch S. H. F. Premier; in use only six months; is as good as new, but too small for owner; price, when new, \$127.50; will sell now for \$100, with H. & T. ball, lamp, bag, and tools. Address EAGLE MILLS, Oswego, N. Y.

FOR SALE.—\$100; a 52-inch 'Extraordinary bicycle; half-nickelled; in first-class order; balls to front, cones to back wheel. JOS. H. TAYLOR, 621 Market street, Philadelphia, Pa.

FOR SALE.—A bargain. A 52-inch British Challenge; full-nickelled, except rims with gold stripe; ball pedals, automatic arm, King of Road lamp, handy tool-bag and tools; guaranteed in perfect order. Owner has bought larger wheel; \$110. E. F. LE CATO, secretary Md. B. C., 105 South street, Baltimore.

FOR SALE.—A 58-inch Royal Challenge Roadster; ball bearings to both wheels; full-nickelled; ivory handles; King of the Road lamp; built to order, and only used a few times. Price \$110. SAMUEL A. MILES, care of Clipper, New York City.

BICYCLE FOR SALE.—A 54-inch Special Club; hollow fellows; full-nickelled, except wheels; balls over all; ball pedals; everything complete; cost \$170; has never been ridden. Will not sacrifice, but will discount from price. Persons buying new machines will do well to inspect this bicycle. H. D. COREY, 10 Milk street, Boston.

FOR SALE.—A Harvard Tricycle, in first-class order; now having a coat of enamel put on; will sell for \$100. W. W. STALL, Brighton, Mass.

FOR SALE.—A 52-inch Special Columbia; A No. 1 condition, shows wear a little on tire; price \$97. Address H. D. WILLIAMS, Johnstown, Pa.

TRICYCLE WANTED.—Give perfect description and state lowest cash price, how long in use. Address GUMP BROS., Dayton, Ohio.

ROYAL SALVO SOCIABLE.—FOR SALE. Silver plated and in good order. Price, \$135. Will take a bicycle in exchange. GUMP BROS., Dayton, Ohio.

FOR SALE.—A 52-inch full-nickelled British Challenge, dropped handle bar, rubber handles, Aeolus ball pedals, good as new, been ridden very little. Cost \$168, and will sell for \$125 cash. Address, ALBERT TREGO, care S. T. CLARK & Co., Baltimore.

FOR SALE.—\$135. A 52-inch Special Club. One of the best English machines. Full nickelled, ball bearings both wheels, Aeolus ball pedals, McDonnell cyclometer, King of the Road lamp. In perfect order, ridden but one season. Cost \$180. Address S. H. SHRIVER, 74 N. Fulton street, Baltimore, Md.

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

TO RACING MEN.—A 55 inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

THE BROOKLYN BICYCLE CO. (Limited)

161 & 163 Clymer St., BROOKLYN, N. Y.

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General Wheel Agency.

Bicycles Stored, Repaired and Rented for road use. Instruction given in our large hall on the premises.

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4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Vale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 32-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc. Send for illustrated catalogue and price list.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

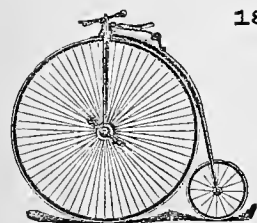
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address L. M. RICHARDSON, Bicycle Agent, Milwaukee, Wis.

BICYCLERS' SILVER LUSTRE POLISH.—The best known polish for cleaning and keeping bright—nickel-plate, free from all acids, highly recommended and extensively used by bicyclers. Sent post free on receipt of 25 cents. Address SILVER LUSTRE CO., P. O. Box 461, or No. 95 Walnut street, Cincinnati, Ohio.

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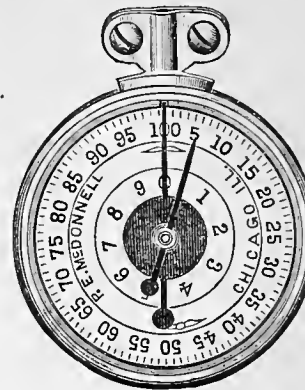
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water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

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See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

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Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

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DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

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Bags, Saddles, Bugles, Slings,
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Pedal Shafts, etc., etc., etc.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 6 APRIL, 1883.

Volume VI.
Number 22.

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Elegantly made and perfect fit guaranteed.

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Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

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ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slippiog Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Crauks, slotted to receive pedal; Cooe Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

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Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

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OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

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THE AMERICAN STAR BICYCLE.

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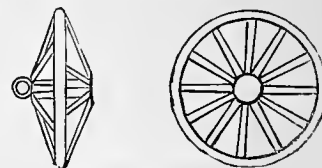
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THE Bicycling World

Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

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J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 6 APRIL, 1883.

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HANDICAPS.

DURING our experience as a bicyclist we have attended many race meetings, at most of which the contestants started from scratch, and almost invariably the events have been mere processions of little excitement, as they have been walk-overs for the winner. Any one who has followed the course of racing in England as we have must have noticed the increased tendency to do away with scratch racing except in championships, and the

substitution therefor of handicaps. The desire of the public is to see close and exciting contests, to see every man pushed to the utmost and compelled to run his level best to secure a position at the finish. If men are not evenly matched some artificial means must be resorted to to secure fair racing and a large number of starters. It is evident that the time has arrived when managers of race meetings must yield to the demand of the public and of racing men to have handicap racing. No racing man desires to be beaten in a race, and if he knows that his competitors are superior from a racing point of view to himself he will not enter a race, no matter how strong his desire may be to do so. If, on the other hand, he knew that he would be given a fair start, he would enter and start, knowing that he has by artificial means been placed on a level with his competitors. The longer we delay in this matter the poorer races we will have. We believe that the coming season should show an improvement in this respect, and handicaps be the rule instead of the exception. We recognize the difficulty which will confront for a time the framer of the handicaps, and expect considerable grumbling and fault finding among our racing men. Each race will lessen the difficulty, and before the season is over the status of each man will be well settled. An official handicapper has been appointed by the League for the express purpose of allotting the starts, and, as we suggested in a former issue, it would be well to call his services into requisition.

At the officers' meeting recently held at Worcester many important changes in the League rules were made. Under the new dispensation a radical change is made in the make-up and conduct of the League. State divisions are given more control of matters in their respective States, and the officers receive all membership fees, a portion of which they retain. We commend the amendments to the careful consideration of our readers. Under the new rules only those States that have fifty members are entitled to a representative. This will take away representatives from twenty-six of the thirty-four districts where League members are reported. It will be seen that these are important changes. With most of them we are in sympathy, but we think the number of members necessary to a

representative rather large. But we cannot fail to regret that eight men should have the power to make such radical changes in the governing rules of an organization numbering 1,800 members. We have no word to say against the officers. They but used the power that has been given them, and we do not think they have abused it. But when we consider that during nearly all the time that these amendments were before the meeting, but a bare quorum was present, and that they were near to the end of their term of office, we can imagine how the power might be abused if it fell into the hands of unworthy men. We hope the League will consider this thing at the annual meeting.

WHEELMEN should not be so anxious to lend their aid to the numberless agricultural fairs where horsemen sandwich a bicycle race between their own trotting races, and where no pains is taken to preserve and report records. Perhaps our esteemed contemporary will come out and favor the proposed bicycle races by Barnum's and Forepaugh's shows, and urge the League to grant its sanction. It would not surprise us.—*Wheel.*

The compliment which our esteemed contemporary pays us we gratefully acknowledge. We are pleased that it can anticipate that we are always in favor of the largest liberty consistent with proper regulation for wheelmen. Our esteemed contemporary forgets that this is a big country, and that the stringent rules which govern athletics in some of the larger cities bear with too great force in the great outlying districts where the conditions are not the same. It forgets that in the back towns the people can see no racing except that which takes place at the fairs which he belittles. We can see no harm that will result from races if they are conducted under proper regulations, even though they be given by an agricultural society or a circus management. Why should not the League sanction a race given by Barnum or Forepaugh if they will agree to run it under League rules and with proper officers? If not, why not? We believe it is the mission of the L. A. W. to promote bicycling and not to restrict it. We have great respect for the N. A. A. A., and believe that it is doing a good work in its way, but we cannot think that it will be wise for the L. A. W. to adopt its laws and practices if they are not found to be the best to promote the interest of

the wheel. We always have and we shall continue to advocate the most liberal policy for the League. Wheelmen are not children, and they will not walk in leading strings. If the League sets up impossible conditions it will be ignored.

A WRITER in the Boston *Transcript* advocates the use of steam traction engines instead of horses as a means of conveyance. He says: "Another advantage in the adoption of the traction engine is that our roads and highways would soon become smooth, hard, clean, and sweet; necessarily beautiful. The traction engine, using the wide-face wheels, would thus improve the condition of the surfaces." There is at present, perhaps, no immediate prospect of the introduction of any machine that will allow the riding and travelling public to entirely dispense with the horse, but the day is not far distant when it will be in a measure supplanted for some swifter and cheaper mode of locomotion. The great hindrance to a more rapid increase in the number of 'cyclers is the poorness of the highways in various parts of our country. It is with pleasure, then, that we notice this tendency towards a more common use of our country roads. The introduction of steam and railroads caused our roads to be poor, and it may be that it will be the same thing that will cause them to be improved and kept in such condition that 'cycling may be indulged in with increased pleasure and safety.

WE have also by us a clipping from the New York *Times*, of 11 March, on the use of electricity for propulsion, in which the writer gives a semi-historical account of the use and application of electricity for the propulsion of tricycles. He says: "The practical application of electricity as an auxiliary or alternative propelling power is of no inconsiderable importance as respects these carriages; as respects conveyance of burdens it is still more so. Good roads being at once product, proof, and condition of the higher civilization, and, also, a paying investment in the economical view, these modern steel steeds are silently doing a valuable work in road improvement, because the horse, although a much-interested party, has neither voice nor vote on road-making. To turn the horse to grass

would, therefore, be so far an aid to road improvement by calling on necessity for invention and energy; besides, the horse is a nuisance, emphatically in cities, tolerated only for lack of a better instrument."

These articles are "signs of the times." They indicate the bent of men's minds; they illustrate where improvement and invention are needed.

Racing Paths.

HOW TO CONSTRUCT THEM.

WE have received lately several letters asking for information on this subject. We will, therefore, endeavor to give our readers such information as we possess, in hopes that it may lead to the construction of more and better bicycle tracks. A path should be made as large as possible, and should be elliptical in form. It should not be more than five laps to the mile, and three or four will be found preferable. The curves should be broad and easy, and raised some six inches, though on sharp turns the outer edge should be from ten inches to thirty inches higher, according to the angle of inclination. The object of sloping the surface on the turns is that it may be always at right angles to the wheel when riding fast. In width a good track should be from five to seven yards, and, if possible, a bit wider near the finish to avoid collisions. The pole or inner edge should be raised but slightly. To construct the path a trench should be dug about three feet deep in the centre, shelving to about six inches at the sides. This track should be filled with rocks, broken bricks, clinkers, etc., to within six or eight inches of the intended surface, the object being to secure good drainage in wet weather. Over this must be laid three or four inches of coarse gravel well beaten down. Above this should be laid finer gravel to a depth of about two inches, which must also be beaten. The finishing touches should be an inch of finely sifted engine cinders or binding gravel, thoroughly watered and rolled hard and smooth. An attendant should always be on hand to keep the track in good condition, else it will soon get cut up and out of repair. As to the cost of such a track it is impossible to estimate it with any degree of certainty, as the situation of the path, its nearness to the material to be used, etc., would vary in each case. It would, however, cost somewhere in the neighborhood of \$1,500 for a four-lap track. The track should be measured according to the present League standard, three feet from the pole. No fence should be on the inner edge, and no spectators be allowed in the centre. It will be found best to have the finish some little distance from the middle of the straight, that a good clear run may be had. If the track cuts up when ridden on it needs to be slightly dampened and rolled.

Voting Methods of the League.

THE popular elections at the annual meets of the L. A. W. were not satisfactory because of their injustice to those who could not attend, and because of the local influences which affected them. A meet in the East put the elections practically under control of eastern men; a meet in the West excluded a large eastern suffrage. The system was faulty if not absolutely unjust to a large proportion of L. A. W. members, and as soon as its defects affected the results of the elections a change was demanded and made.

The change was brought about at the time the organization of State leagues or branches of the L. A. W. came prominently into notice. The matter was taken under consideration by a few members of the Boston Bicycle Club, and, after a protracted discussion, a plan was agreed upon, to be submitted at the League Meet in Chicago. The idea of State branches of the L. A. W. naturally suggested a method of voting and formed the basis of the following system:—

Every State represented in the League was to have a consul for general State government, and to cast the fragmentary vote of his branch: in addition, every State represented in the League was to be entitled to a representative for every hundred members on its L. A. W. list.

The writer assisted in framing this method, but was not present when it was proposed at Chicago, and cannot say why it was so modified as to be incorporated into the constitution in its present defective state. It was done, however, and stands to-day an illustrious example of how a good idea may be so modified to meet the demands of conflicting opinions as to become a positive wrong. Under the existing system, Massachusetts, with four hundred and thirteen members, may cast five votes only in the national L. A. W. elections, while California, Delaware, District of Columbia, Indiana, Iowa, Minnesota, Nova Scotia, South Carolina, and Wyoming Territory, with a grand total of thirty-two members, may cast eighteen votes. In other words, thirty-two members cast eighteen votes because they live where the League is smallest, and four hundred and thirteen members cast five votes only because they live where the League is greatest. This, certainly, should not encourage any one to build up the L. A. W. within his State, for weakness is strength at the polls, and an augmented membership means a comparative loss of voting power.

The one privilege every L. A. W. member should have above all others is the right to vote. The writer can now see a defect in the system as originally planned, although it was far more just than the existing one. Whenever the power to vote is taken away or so modified as to place L. A. W. members on unequal terms there must exist a pro-

nounced loss of interest in the national organization. There should be a change, and one decided enough to give equal rights to all.

Not to be placed in the light of one who tears down without building up again, who criticizes without offering a helping suggestion, the writer offers his view of the matter with a hope it will aid the L. A. W. officers in reaching some better solution of the question. The present State system can be retained, and, if desirable, the representatives can cast the votes of their respective States, — the Massachusetts representatives four hundred and thirteen votes, and not an unknown quantity. Or the present State system can be retained, and representatives instructed to collect the State vote by ballot and present it at the annual election. Or the entire L. A. W. vote can be cast as are the State votes, by mail, after one or more tickets are put in the field.

The essential point is to give every L. A. W. member his suffrage in the national as well as the State elections, and unless this is done the L. A. W. interest may suffer everywhere as it has in this State. If some method is found consistent with the objects of the L. A. W. and just to all, the elections may arouse new interest and revive something of the old interest and enthusiasm.

LOUIS R. HARRISON,
Boston Bicycle Club.

Tricyclers, Attention.

THERE will be a meeting of riders of the tricycle at the club house of the Boston Bicycle Club, 53 Union Park, Wednesday, 11 April, at 7.30 P. M., for the purpose of arranging for a grand meet of Massachusetts tricyclers. Every one interested in the meet is invited to be present. As this is the first meeting of riders of the tricycle in this State, it is hoped every one will endeavor to attend.

Capital Club's Ball.

THE soiree dansante given by the Capital Bicycle Club, at Marini's, Monday, 26 March, was one of the most brilliant social events of the year. The assemblage was very large, but the crowd was not so great as to interfere with the pleasure of the dancers. The hall was very prettily decorated. From the central chandelier was suspended a huge figure of a cat, the emblem of the club and from the arch above the stage hung a nickel wheel, bearing the monogram of the club and its motto, "Swiftly and Silently." The music gallery was draped with American flags, and in the centre was a picture of Mr. C. E. Hawley, ex-president of the club. On either side of the hall were wheels and potted plants. The members of the club were dressed in the regulation uniform, blue sack coats with nickel buttons, dark knee breeches, silk stockings, and patent leather pumps, and contrasted pictur-

esquely with the rich toilets of the ladies. Schroeder's orchestra furnished the music, and at 11.30 supper was served. The reception committee was H. S. Owen, A. M. Lathrop, E. H. Fowler, A. F. Dunnington, H. J. Smith, and H. W. Blair, and the floor committee was Dr. Schooley, J. McK. Borden, J. Howell Stewart, Clarence B. Allen, D. P. Hollingsworth, and F. R. Lane. Several prominent bicyclers from other clubs were among those present.

Bicycle Litigation.

THE case of R. F. Foster *vs.* Wm. P. Maulsby, for \$5,000 damages for false and malicious arrest and prosecution, was called in the Howard County Circuit Court at Ellicott City, Baltimore, Friday, 30 March. The circumstances of the case were these: last July Mr. Foster, who is an expert and careful rider, was on his way from Hagerstown to Baltimore. While passing through the main street of Westminster he met Judge Maulsby's carriage, containing both him and his wife. Judge Maulsby, fearing that his horse would be frightened, called for Foster to halt and dismount from his machine. Foster refused, and told the judge to get down and hold his horse if he was afraid. Judge Maulsby had Foster arrested, and he was tried before a magistrate on the charge of violating an ordinance forbidding the obstruction of the highway in any manner which prevents the free passage of vehicles. Foster was discharged upon the mayor and city council entering a plea of "not guilty." He then instituted suit for damages against Judge Maulsby.

At the trial last Friday, argument was then made on the "prayers," or propositions of law. H. D. Harlan opening for the plaintiff, Mr. Wootton for the defendant, and the argument was closed by Mr. Haman. Numerous technical points were raised by counsel for the defence, and among others the fact that Foster never had been, *legally* speaking, under arrest, and consequently there was no sufficient basis for an action for malicious prosecution. The court, after numerous authorities had been quoted by counsel, decided that Foster never had been under arrest, since there was no warrant actually issued for his apprehension. This virtually took the case from the jury, and they, under instruction from the court, gave a verdict for defendant. Plaintiff's counsel then took exceptions, and Mr. Harlan states that the case will positively go to the Court of Appeals.

Mr. R. F. Foster writes us: "You will see that the case was never allowed to reach the jury. The matter has cost me about \$200 up to the present, and I am determined to carry it to the end. The "prayers," which, of course, do not appear, were very clear on the point that: "provided the jury find from the evidence that the bicycle is a useful and a convenient vehicle, and not calculated to imperil the lives of persons using the highway, or to ex-

clude the ordinary and well-known varieties of vehicles therefrom, and is not calculated to frighten horses except as a novel spectacle, then the bicycle has equal rights upon the highway with other vehicles, provided it is managed with due and ordinary care, and is propelled at a proper rate of speed; and that in this case the bicycle was not an obstruction, even though the defendant's horse *was* frightened at the approach of the said bicycle."

Run to the League Meet.

THE following invitation will be sent out next week to League clubs in New England:—

Mr. ———,
Secretary of the ——— Club.

Dear Sir,—The Boston Bicycle Club intend making the run from Springfield to New Haven on the way to the League Meet. The plan is as follows: Taking train for Springfield, where dinner will be taken on Saturday, 26 May. Leaving Springfield at 2 P. M., the road will be taken for Hartford, twenty-six miles. Here the night will be passed, and on Sunday, at 8 A. M., the party will proceed to Meriden, eighteen miles, for dinner, after which the run will be made to New Haven, twenty miles. Here supper will be had and a special train will be in waiting to take the party to New York.

Your club is earnestly requested to join us on this run, which we shall endeavor to make one of the pleasantest events on record. The roads are fine and free from bad hills. The Springfield and other clubs have already signified their intention of joining us.

An early reply in regard to the number of men your club will probably send is solicited, that arrangements may be completed at an early date, to C. W. Foudrinier, Secretary Boston Bicycle Club, 153 Tremont street, Boston.

Further particulars will be published from time to time in the BICYCLING WORLD. Yours fraternally,

W. B. EVERETT,
Capt. B. B. C.

An Outrage.

WHILE riding a bicycle last Sunday afternoon, on Brighton avenue, near Cottage Farm station, a fellow in a light wagon intentionally, or at least recklessly ran into my machine and caused me a violent fall against his wheels and the ground. I was well over on the right of the road, and he swept by from the rear, striking my front wheel. He kept on without pause, regardless of my condition. By a rare chance I escaped with a few bruises from a predicament that in most cases would result in broken bones or worse, as I fell entangled between the vehicles, and so helplessly that my face struck the dust.

In the interest of all bicyclists, and of many others, I wish to publish this flagrant instance of reckless driving, and would assist in measures to punish such scamps.

J. G. DALTON.

MANUFACTURE

The Victor Rotary.

MADE BY THE OVERMAN WHEEL COMPANY, OF HARTFORD, CONNECTICUT, AT CHICOPEE, MASS.

It is not often that we have had an opportunity to describe in these columns anything in the way of vehicle which is the result of American manufacture and enterprise. It is, then, with peculiar feelings of pleasure that we present to the readers of the *WORLD* a description of the Victor Rotary tricycle.

This tricycle is in every way creditable to the manufacturer, and will prove no mean rival to the imported machines. In its outward appearance, and in the quality of the material, and in its construction it is equal to any tricycle we have seen. That it will justify all the praises of its maker when put to the test we have little doubt. The finish and care bestowed upon matters of detail especially pleased us. The machine is of the ordinary bath chair pattern, and follows more closely than any other the lines of the Premier. It is a front-steerer, with two 50-inch driving and one 16-inch steering wheel. The spokes are of fine wire, $\frac{8}{1000}$ of an inch in diameter, sixty in number to each of the drivers and twenty to steerer; they are headed at the hubs, and fastened at the felloe by a neat nipple, much after the style of the "Arab" spoke. By this method it is not necessary to remove the tire to replace or take out a spoke. The felloes are crescent shaped, thin at the edges, and fit close to the tires, which are of red Para rubber, $\frac{1}{2}$ and $\frac{3}{4}$ in diameter. The hubs are of steel, six inches apart, and three and one half inches in diameter. The right-hand wheel is securely fastened to a solid steel shaft, and the left-hand one floats on the axle, which runs in *Æolus* ball bearings, as does the steering wheel. The bearings of the pedals and crank shaft run on nicely made parallel bearings, well provided with means for lubrication. The crank or pedal shaft is attached to the frame on the Universal principle, which allows self-adjustment, so that should the frame-driving axle or pedal shaft become bent or twisted by accident the bearings will run as easily as before, as they accommodate themselves to every eccentric movement. This bearing can also be lowered or raised to slacken or tighten the chain should it be necessary. The frame is of weldless steel tubing, imported from Birmingham, and consists of a tube, from which is depended the driving shaft, the ordinary loop with turns nearly at right angles, and the curved tube, at the end of which is attached the Stanley head of the small wheel. The machine is a double-driver, with a differential gear. The gearing is in a "box of tricks" at the left, well out of the way, and not obtrusive. The gear wheels are not cast but forged, cut by special machinery, and fit perfectly together. We fancy this gear for the reason that there is no necessity of having the driving shaft in two parts.

This patent differential gear is the exclusive property of the makers. The machine is so constructed that the weight of the rider is mainly thrown on the drivers, and to prevent the possibility of tipping backwards a trailer is thrown out behind. A strong band brake with a powerful lever handle gives the rider complete control of the machine on the steepest hill. The steering is by means of a rack and pinion, and an extra long lever is used on head of the small wheel, which insures steadiness of steering. The handles are of the spade variety, and adjustable to a liberal extent. The hand-holds are of white celluloid, upon which the name or monogram of the owner can be inlaid. The machine is geared level, or down to 38, 42, or 46 inches. An Overman long-distance saddle, mounted on a cradle spring attached to an L rod, furnishes an easy seat, and allows the rider to get well over his work. The foot-rest is similar to that used in the National, though somewhat longer and slightly curved to keep the feet from being jarred off in descending steep and rough hills. It is hinged on the backbone (if we may be allowed to term it such) of the small wheel, and is made on a hinge joint, forming a convenient handle to lead the machine. The width of the Victor is thirty-nine inches over all, and the width of track thirty-three inches. All the parts are made by machinery, and are interchangeable, and any part can be replaced by the owner with little trouble. The seat and handle-rods are counter-sunk at regular intervals to receive a pointed screw, which absolutely prevents either from slipping. The machine is sent out nicely coated with Harrington's enamel, and the handle, steering rods, ends of bolts, nuts, etc., are nickelled. The weight of the machine is ninety-four pounds. On the whole the machine presents a fine appearance, and we predict for it a rapid sale. The company has been to great expense for the best quality of tools and machinery, and, having abundant facilities, they will be able to meet a large demand.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

A Protest.

Editor Bicycling World:—A protest from me against the action of our board of officers in changing the date of our annual Meet to 28 May would, I presume, be of no avail; but I want to growl a little about it to some one. Aside from the question of their right to do so, which I doubt, it seems to me a mistake, because many of the L. A. W. members, for business and other reasons, cannot attend the Meet if held upon other than a holiday, and for that very reason, as I have always understood it, our constitution names the 30th of May; and, viewed

in this light, the reason given does not seem to justify a change. Our club, the Cortlandt Wheelmen, are now debarred from a participation in the parade, and feel the disappointment keenly, and in this respect, represent, doubtless, many other League members. Is there no way, by petition or otherwise, by which we who are "left" may hope to persuade our officers to reconsider their decision, and adhere to the original date for the Meet, 30 May? Desiring only the League's true welfare, and ready to pocket my disappointment if it is necessary, I am,

Yours very truly,

D. C. H.

PEEKSKILL, N. Y., 31 March, 1883.

The Star.

Editor Bicycling World:—I would like to say a few words to your Peekskill correspondent through the columns of the *WORLD*. We of the Star Wheel Club agree with him in electing only active workers as League officers, but we cannot agree with him in calling the Star a cart-before-the-horse machine. And, as for the looks of the machine, if two riders, one mounted on a Star and the other on a crank, were coasting down a rough hill at a fifteen mile an hour pace, and, coming to a cradle hole in the road, which would look the more graceful, to see the rider of the crank machine perform that most graceful of acrobatic feats, take a flying leap over the handle bar and light on all fours in the road, or to see the Star rider pass safely over the same? I should like to meet our Peekskill friend and thank him for his candor, and may at some future time.

BEN F.

Massachusetts League Election Once More.

Editor Bicycling World:—Writing under a *nom de plume* in so important a matter as League elections does not appear to me to be quite the thing to do, and certainly is very unsatisfactory; and if the gentleman whose communication appeared in last week's *BICYCLING WORLD*, under the *nom de plume* of "Worcester," had confined himself more strictly to facts, it would have made a better impression among wheelmen in this part of the State. His statement in reference to our president being actively engaged in marketing the Sanspareil bicycle as agent for S. T. Clark & Co. bears the mark of originality, but is devoid of everything else. Mr. Ducker is "agent" for no corporation, nor for any dealer in bicycles, but has more lucrative employment, and the only way he comes in contact with the trade is in trying to introduce good machines among the wheelmen in this section of the State. Previous to six months ago there were very few here who knew anything about an English machine, and there was nothing in our club but Columbias, and you could n't buy anything else, and no one here would take the agency of English machines because there was n't so much

profit in them. Finally two or three members got sick of the "monopoly business" and bought English machines direct. And strenuous efforts were then made again to try and induce some one to take the agency, but without success. At this point Mr. Ducker came forward, with the same commendable spirit and enterprise that has characterized all his proceedings in bicycle matters, and furnished the money to other parties to establish an agency here for the sale of English machines. Now, if you call all this "being actively engaged in marketing the Sanspareil bicycle," I fail to see it. Mr. *Nom de Plume* states, also, that he was surprised to see another ticket come into the field after the Massachusetts Club had made their nomination. (For, virtually, the nomination is theirs alone.) Why? Is it necessary that we should vote their ticket simply because they nominated it? I will admit that this has been the order of things ever since the League was organized, but it is not necessary, by any means. They are not immaculate, and they are as liable to nominate a poor ticket as any one else, particularly when so little spirit is manifested as at their last nomination, and if the number of League wheelmen in this State is any criterion to go by, their administration so far has not been so remarkably successful. And again: Why was a Worcester man nominated? They had the chief consul this past year, and that ought to satisfy them for a while. It is not well to be too avaricious, although I am under the impression that Worcester had really but very little to say about it. I do not know what Mr. Hill has done for bicycling, but I do know that Mr. Ducker has done more for the interests of bicycling than any other one man in the State, — "Worcester," notwithstanding, to the contrary, and every wheelman in this part of the State must be cognizant of the fact; and the man who is elected for chief consul will have all the work he can take care of in trying to convert the 1,700 wheelmen in this State who are non-members of the League. I do not wish to make any feeling among members of the League, nor do I wish to create any dissension, and the only object I have in view is the welfare and maintenance of the L. A. W., and whenever the Massachusetts Club, or any other club, nominate a ticket that we think is for the best interests of the League (and we are not very difficult to please), they may rest assured of our cordial support and hearty co-operation, but until they do they will find the Springfield Club on the other side of the fence every time.

A. L. FENNESSY.

SPRINGFIELD, MASS., 2 April, 1883.

"Patience" Replied to.

Editor Bicycling World: — It seems that one "Patience," of Louisville, Ky., publishes through your columns of 9 March a "correction" (?), and it furthermore appears that "Patience," feeling like a novice wallowing in the mud after

a header at the treatment received by the Louisville representative wheelmen in Chicago on 22 February, rushes into print with all the fiery intensity of a bluegrass thoroughbred, and makes statements as ridiculous as they are erroneous. "Patience" was prematurely sudden, and should have vented his spleen upon a bent handle-bar instead of abusing the hospitality of those who honored him, maligning the judges, and casting a slur upon a brother wheelman. Personally I do not care a particle, and would not condescend to reply were it not for the opportunity thus afforded me to call the attention of the League in general and racing board in particular to a matter which has probably inadvertently been overlooked, citing the instance which "Patience" has brought so publicly into notice as an example. But first let me correct the correction regarding myself. "Patience" says: "Mr. Yates, one of the judges, is the individual that, when asked why he changed his decision, said that several by-standers told him Crawford won, and he changed his decision accordingly. The original Southron is wrong. Mr. Yates was *not* one of the judges. Mr. Yates made but *one* decision and did *not* change it."

The race in question between Messrs. Jenkins and Crawford was an exceptional one, and although "Patience" asserts Mr. Jenkins won by six inches or more, I beg to inquire upon what authority he is enabled to so accurately decide? There is nothing in the racing rules of the L. A. W. which will warrant a positive decision when it comes to a question of inches, and where contests are so close at the finish that intelligent parties on one side of a track fifteen feet wide claim the inside man wins, and those on the other insist the outside rider won, while people immediately above declare positively a dead heat, it becomes a matter of vital importance that some particular objective point or portion of a bicycle or rider be authoritatively designated in order that, without doubt, a correct decision can be made.

Bicycle races, like aquatic contests, as a rule, are more like an Orangeman's procession than anything else after the first few minutes out, with last man standing a chance of being in time to listen to the presentation speech — if he hurries. In such palpable instances I would not argue that even "Patience" was not capable of naming the winner unless I knew beforehand his money was placed on some one else.

As a member of the racing board, L. A. W., I have digested the rules as adopted, but find the manner of starting races almost as vague as the finish. Rule 7 says: "All races will be from a stand-still, and the machines are to be held in position until the signal is given by the starters." Now I have in my mind's eye a certain quarter-mile race, in which one of the contestants was so fortunate as to secure the services of a lusty athlete, whose skill in pushing a machine

from the post was, to a degree, remarkable, and who, at the word, sent the rider on his journey fully fifteen feet in advance of the other, and virtually won the race by the start. Can you call that a stand-still? And does it give riders an equal chance? Again, what is the correct position of the bicycle at the score? Is it, as is the custom, to place the centre of the front wheel over the line, or the rear wheel on the mark, or the mark between the two wheels, or from a line drawn perpendicular from the extreme front part of the large wheel to the score, or the rearmost portion of the hindmost wheel; or in case of a contest between an Expert and a Star, how should they be started and judged at the finish? Shell boats are started by the stern, and judged by the bow, the longest boat having the best of it — all things being equal. The same might be said of a 60-inch over a 52-inch, judging the same way.

In bringing these points before the L. A. W. I trust they may be deemed of sufficient importance for the board to render the rules more explicit, that we may be enabled to understandingly start and judge a bicycle race, and that in the future we shall have no use for letters of the "Patience" stripe.

Fraternally yours,

FRANK E. YATES,

122 and 124 Washington street.

CHICAGO, 23 March, 1883.

"Lydia P." Answered.

Editor Bicycling World: — The chronic grumbler is out again in the form of "Lydia P.," whose assertion, in *WORLD* of 23 March, that the L. A. W. has done nothing for bicyclers, is simply outrageous. If those who are disposed to rush into print with grievances against the L. A. W. would post themselves on what is being done by a hard-working lot of officers they would shape their abuse into praise. President Miller devotes many hours of valuable time to League work, and his correspondence is immense; but, large as it is, you write him upon any point and prompt action is taken. The writer knows for a fact that Mr. Miller, as president of the L. A. W., is not a figure-head, but a great worker, who travels all over the country on L. A. W. business, and, in his unassuming, practical, business way, has accomplished a great deal. Those who have business relations with Mr. Miller well know this fact, and join me in saying, if the League allows this gentleman to go without a rousing re-election next May, it will be losing a man whose place cannot be filled. Vice-President Parsons is one of the fathers of wheeling, a gentleman who understands thoroughly the bicycling interests of this country, and an able and active worker. We know what our corresponding secretary has done, — a better man could not be found. Our treasurer is certainly the most bright, active little gentleman in the country. Our recording secretary is one of the best known and respected wheel-

men in the West. Here is a noble five, — every one working harmoniously and with mutual understanding. The writer, detailed to work upon a dull, laborious committee, has been in close and strictly business relations with nearly every one of them, and has nothing but praise to utter for their business ability, enterprise, and good judgment. To allow them to go without re-election will be to break in upon schemes that will need another term of office to bring to successful issue. Last year there was a great torrent of abuse against the management and principles of the L. A. W., while scarcely a word was said in defence. During the winter this subsided, but "Lydia P." has commenced again the tiresome tirade, doubtless to be followed by others equally ignorant of the affairs of the League and its management unless promptly shut up. It is bad taste to "brag," but when clamorous correspondents strive vigorously to tear down what careful painstakers have built up, we will turn "blatherskite" ourselves and commence to tell what we have done, and let every other committee-man and officer prepare his statement at once, to affect the calumnies of these chronic grumblers who are injuring our reputation at home and abroad. There is nothing so detrimental to the reputation and interests of the L. A. W. as the persistent, vague assertions of ill-informed persons, who make general charges without defining the causes for complaint. If the bicycling press of the country would refuse to admit to its columns charges against the L. A. W. of incompetency, lassitude, and weakness, without being accompanied by specific statements of cause for complaint, the work of an intelligent board of officers would be made much pleasanter and the standing of the League greatly enhanced. The writer, when in Canada this winter, inquired of the London Club if they were members of the L. A. W. "L. A. W.? No; that's about 'busted' is n't it? Guess it does not amount to anything from what we read of it!" Such is the effect of hearing one side of the story. Now for the other:—

As a member of an obscure committee, I will speak from my experience, and of our work only, leaving it to the officers and other committee-men to tell of theirs. President Miller showed excellent judgment in forming the committee, as he has in other matters, selecting gentlemen intimately connected with railways. One member of the committee has travelled over thirteen hundred miles in its interest, one half of which distance was solely and exclusively for the purpose of adjusting committee work. Another member was requested to make a one-hundred mile journey to a neighboring city and secure the co-operation of certain officials, which was nobly responded to. Another member made a journey of three hundred miles, the main object being to interview a leading official. Another member — of St. Louis — occupies an influential

position in railway circles and used his position to influence a corporation to such an extent that 10,000 miles of railway were at his disposal. All have spent hours of their time in clerical drudgery to keep the details of the work in shape, and no brazen-faced book-agent has displayed more cheek or assurance than we in pushing our claims. As a result, we point to the statement of our work under the railroad committee heading, to which additions will be constantly made, all accomplished in the face of most discouraging opposition. The committee holds itself prepared, on application, to furnish free transportation for bicycles over nearly every railway in the United States not mentioned in the list, and will go so far, if desired, as to route wheelmen from one end of the country to another, wheels and all.

We have a definite, settled plan of action that has been and will be persistently pushed, and we promise to the wheelmen of the United States a complete understanding of the classification of the bicycle with regard to its transportation. What more can be expected of us or promised? B. B. A.

CHICAGO, 26 March, 1883.

WHEEL CLUB DOINGS

THE Bay State Wheel Club elected the following officers, 29 March, 1883, to serve until 1 January, 1884: Captain, C. C. Billings; lieutenant, H. W. Thompson; secretary and treasurer, Frank R. Miller. This club mustered seven members, Sunday, 1 April, for a run to Mattapan and vicinity.

PAUL BUTLER and Willis Farrington, of the Boston Club, will make an extensive tour through England this summer. They sailed from New York last Saturday.

THE Citizens' Bicycle Club have issued a very neat book containing its rules and regulations, list of members, etc. We notice that it adopts the 'Cyclist's Touring Club amateur rule.

THAT the Springfield Club never do anything by halves is again illustrated by the forty-eight subscriptions which the club have sent to the BICYCLING WORLD.

THE Yale Bicycle Club have adopted a uniform consisting of blue jerseys, blue corduroys, blue stockings, and the blue cap of 1880 of the Boston Bicycle Club.

THE Columbia Bicycle Club have created a new office, in the shape of corresponding secretary, and elected Charles E. Sandland to fill that position. G. E. Cobb was elected vice-president in place of O. B. Hamblin, resigned.

THE Roxbury Bicycle Club, at their annual meeting, 26 March, adopted resolutions on the death of W. T. Underwood. R. W. Davenport, W. H. M. Bellows, and J. R. Heard were elected captain, sub-captain, and secretary and treasurer respectively.

THE Boston Ramblers have got out

their "fixtures" for April, and will have runs every Saturday and the day following. We have received fixture cards from the Bostons, also.

THE Washington 'Cycle Club was formerly organized in Washington, 31 March, 1883, and the following officers elected: President, Amos W. Hart; vice-president, Warren J. Kenderline; secretary and treasurer, Edward T. Pettengill; captain, Wm. C. Scribner. The club is composed of riders of an average of thirty-three years, and the active membership is limited to twenty-five. Mr. Henry W. Williams, president of the Massachusetts Bicycle Club, was elected an honorary member.

On 17 March the Hackensack Bicycle Club held their annual meeting for the election of officers. At this meeting the following officers were elected: President, C. J. Wood; secretary and treasurer, Walter F. Farr; captain, Henry Stewart, Jr.; lieutenant, Cyrus Knapp. The club now numbers ten, and an increase of membership is expected this coming season.

RACES

THE Cincinnati Club races, Thursday, 29 March, at Power Hall, were not so largely attended as usual, owing to the inclement weather. The races were warmly contested, however, and applause for the winners was hearty and frequent. The four cornet players of the club band rendered some pleasing selections while mounted on their wheels, and contributed largely to the enjoyment of the occasion. The results of the races are as follows: Ten-mile race, for the Kittredge gold medal, won by Warner Galway in 37m. 43½s. The five-mile dash for the *Enquirer* medal was won by Ed. Landey in 18m. 36½s. The one-mile boys' race was won by Ed. Muhlhauser in 3m 43s. The two-mile dash was won by Cal. Townley in 7m. 7½s. The slow race, distance 150 feet, was won by O. G. Brown. The fat men's race for the leather medal was won by Dawson in 4m. 29s.

The judges for the evening were Dr. A. E. Heighway, H. S. Livingston, and W. A. Whiting. Timers: H. D. W. Lawson and A. A. Bennett.

THE Harvard Bicycle Club must have some assurance that the track at Beacon Park will be put in order, for they have fixed upon a definite date for their tournament. It will be held Wednesday, 16 May. There will be one-mile and five-mile races, open to all amateurs, and a half-mile dash, one and three-mile races, open to college men only. The prizes in the college races will be gold and silver medals; in the open events, cups and medals. The League code of racing rules will govern. The committee consist of G. B. Morison, Eliot Norton, and F. W. White, who can be addressed at Harvard College. All college bicyclists are earnestly invited to attend, and it is hoped that as many as

can will respond. In order to induce Yale and Columbia to be represented 16 May has been chosen, which will not interfere with examinations.

It is positively stated that Jack Keen will come to this country to meet Prince in a series of races. He is expected to arrive about 1 May.

SATISFACTORY arrangements could not be made for a race at the Casino on Fast Day, and Prince left Boston for Cincinnati on Wednesday. Woodside goes with him, and they will give races in Cincinnati, Louisville, and other Western cities. On his return, Prince agrees to run a relieving race with Young and Wilson for twenty miles in acceptance of their challenge.

THE N. A. A. A. and L. A. W. races for the championship, are fixed for June 2, at New York.

CURRENT CALAMO

WE had a regular seige of triking last Saturday, and spent the entire afternoon on a Humber and Coventry rotary. The former runs very easily, and we find the objection to its method of steering is mainly theoretical, as practically there is no difficulty in going just where you want to.

THE Coventry rotary improves on acquaintance, and each trial of it convinces us that "Leicester" is mistaken in some of his conclusions.

IN regard to its hill-climbing capabilities Capt. Everett just called on us and stated that on his convertible, geared down to about forty-two, he climbed Milton Hill. On the single half he has ascended Codman Hill.

THIS makes the present state of our bicycling literature as follows: Two weeklies and three monthlies; not a bad showing.

WE have several times been requested to give information regarding club drills. Will not some of our captains who have well-drilled clubs come to our rescue and give the readers of the WORLD an idea of a few effective movements?

THE Facile bicycle, which made such a stir last year in England, and on which such excellent road records were made, is, we are informed, to be placed on the American market this season, as arrangements for this end are now being completed, particulars of which will be very soon announced. We have never ridden a Facile, but should say it would be just the thing for our country roads.

THE following, from Secretary Sholes' report, furnishes desired information: "The present active membership of the League, recorded on the roll 24 March, was 1,770. Since 1 December, 1882, 296 applications have been received, of which two have been protested, and are now in the hands of the membership committee. During the same period about 475 communications have been received and answered."

LEAGUE OF AMERICAN WHEELMEN.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

MERIDEN WHEEL CLUB:

- | | | | |
|-------|---------------------|----------------------------------|-----|
| 3521. | W. W. Collins, | 152 Crown street, Meriden, Conn. | |
| 3522. | Louis Casper, | 20 Maple Branch, | " " |
| 3523. | Robt. Brant, | 10 Olive street, | " " |
| 3524. | E. K. Bradley, | 34 Columbia street, | " " |
| 3525. | W. A. Breckenridge, | 57 Pleasant street, | " " |
| 3526. | J. C. Bloth, | 17 N. Second street, | " " |
| 3527. | J. E. Brainerd, | Meriden Mall. Iron Co., | " " |
| 3528. | D. Flansburg, | P. O. Box 39, | " " |
| 3529. | H. E. Foster, | 243 W. Main street, | " " |
| 3530. | W. N. Lane, | 1 Merriam street, | " " |
| 3531. | Jos. Hyde, | 24 Carter avenue, | " " |
| 3532. | J. F. Ives, | 22 W. Main street, | " " |
| 3533. | W. W. Parker, | 128 W. Main street, | " " |
| 3534. | G. S. Smith, | Meriden Silver Plate Co., | " " |

TROY BI. CLUB:

- | | | | |
|-------|----------------|-------------------------------|-----|
| 3519. | A. F. Edmians, | 279 River street, Troy, N. Y. | |
| 3520. | W. E. Gardner, | 113 Sixth street, | " " |

CORTLANDT WHEELMEN:

- | | | | |
|-------|---------------------|------------------|--|
| 3517. | Edward A. Hodgkins, | Peekskill, N. Y. | |
| 3518. | Thomas A. Whitney, | " | |

BOSTON RAMBLERS:

- | | | | |
|-------|-----------------|------------------|--|
| 3510. | F. M. Mitchell, | Cambridge, Mass. | |
|-------|-----------------|------------------|--|

COHANNET WHEELMEN:

- | | | | |
|-------|-------------------|----------------|--|
| 3511. | Wm. H. Pendleton, | Taunton, Mass. | |
|-------|-------------------|----------------|--|

UNATTACHED:

- | | | | |
|-------|---------------------|-------------------|--|
| 3512. | Jno. V. Stephenson, | Greensburg, Pa. | |
| 3513. | Harry Hersey, | Upper Alton, Ill. | |
| 3514. | Robt. G. Knight, | Delaware, Ohio. | |
| 3515. | W. C. Austin, | Geneva, Ohio. | |
| 3516. | W. H. Munger, | Geneva, Ohio. | |

Applications for Membership, 1883.

To Bicyclers.—The current year of the L. A. W. closes with 30 May, and in order to be a member at that time, and participate in the grand Meet to be held in New York, on 28 May, it will be necessary to make application as soon as possible, to insure action by the membership committee and enrollment in time for the Annual Notice.

The application books for year ending 30 May, 1883, will necessarily be closed at this office, on the evening of 5 May; and an earnest invitation is extended to every bicyclist, not already a member of the League, to apply at once.

The New York clubs have issued a most generous invitation to the League of American Wheelmen, to hold the annual Meet in their city; and its success, in their hands, is assured. It now remains that bicyclers in general should show their appreciation by making the occasion an imposing exhibition of "fellowship of the wheel," and the strength of the League. If you are a member of a non-League club, exert yourself to send the entire list to the corresponding secretary; and if an "unattached" join anyway. Now is the time to show your appreciation of the efforts the League is endeavoring to make to advance the interests of bicycling in general, and now the time to apply for membership. Sincerely yours,

FRED. T. SHOLES,
Cor. Sec. pro tem.

To League Members and Wheelmen of New York and Vicinity.

Gentlemen.—The board of officers L. A. W. having selected New York as the place for the next annual Meet, to be held Monday, 28 May, it becomes necessary to make suitable arrangements for the reception and entertainment of the visitors, and to that end a general meeting of all wheelmen will be held on Tuesday, 3 April, at 8 P. M., at the rooms of the Citizens' Bicycle Club, 2 East 60th street, for the purpose of appointing committees to arrange the details of the Meet.

We feel that a successful Meet will tend to help our park case. The commissioners have granted the use of

Riverside Drive for the parade, and we hope to also secure a portion of Central Park. The time has arrived to demonstrate to the people of the city of New York the character of the wheelmen of America, and we earnestly request your attendance, and hope you will bring your cycling friends with you. We can do nothing without united action, and trust that this will meet with a ready response from the various club men in New York and vicinity, as well as the unattached.

Vours fraternally,

N. MALON BECKWITH, *C. C. N. Y. State.*
FRED. G. BOURNE, *C. C. Cyclist Touring Club.*
FRANK EGAN, *Pres. Ixion Bi. Club.*
FRED. JENKINS, *Editor Wheel.*
EDWIN W. ADAMS, *Secretary N. Y. Club.*
T. C. SMITH, *Sec. Citizens' Bi. Club, and others.*
NEW YORK, 30 March, 1883.

L. A. W. Meet.

To Ohio Wheelmen.—At a recent meeting of the executive committee of the League of Ohio Wheelmen it was suggested that wheelmen in this section, and especially in Ohio, make every possible effort to attend the next L. A. W. Meet, and, if practicable, that a SPECIAL TRAIN be chartered for the occasion.

Brother wheelmen, think of the advantages of such a "scheme"! Rates "way down to rock bottom"! A train load of wheelmen only! Need more be said?

As New York has been selected as the place, and the wheelmen of that city are straining every nerve to make the Meet a success, let us encourage them and show our appreciation of their labors. Come, wheelmen of Ohio, join hands and give the thing a "boom"! Let the Ohio delegation send a special to New York with flying streamers. Nothing definite regarding the railroad to be travelled over or from whence the start will be made can be determined on at present, as the convenience of the greatest number will be consulted. It is hoped that wheelmen will come to some definite conclusion soon, so that the announcement can be made early enough, as we hope to have our ranks swelled "all along the line" as far East as our destination. Correspondence on the subject is solicited.

Fraternally,

H. S. LIVINGSTON,
Pres. L. of O. Wheelmen, Cincinnati.

Transportation.

THE Cleveland, Lorain and Wheeling Railroad will transport bicycles free of charge when accompanied by their owner.
B. B. AYRES, *Chairman.*

Notice.

So large a number of Leaguers have recommended the advisability of giving those an opportunity of paying their dues for the coming year who may desire so to do at the Annual Meet, that the undersigned will make all necessary arrangements for the receipt and acknowledgment of all such dues, and suitable notices will be posted at proper places in New York, 27 and 28 May, so that all who come prepared may be accommodated. Parties now sending in their dues, and all who pay the same before 1 June, must bear in mind that our membership tickets cannot be issued until after our annual election of officers.
W. V. GILMAN, *Treas.*

NASHUA, N. H., 2 April, 1883.

Amendments to League Constitution and Rules Made at Officers' Meeting, Tuesday, 27 March, 1883.

SECT. 4 OF THE CONSTITUTION.—Insert after "treasurer" third line, "chief consuls, one from each State, and each State with a membership of fifty shall be entitled to one representative and one additional representative for every fifty members. No State with a membership of less than fifty (50) shall be entitled to a representative; and these officers," etc.

SECTION 5 OF THE CONSTITUTION.—Each State in which there are twenty-five or more members shall organize a State division, with a code of by-laws in keeping with the constitution of the L. A. W. Its executive board shall comprise the chief consul and representatives, together with a secretary and a treasurer, who may be chosen at large by vote of the division.

RULE 8.—Insert (paragraph).—After "districts," in eighth line: The division secretary shall receive all applications for membership in his State and forward duplicates of same to the corresponding secretary of the League. He shall deposit with the division treasurer all moneys received from admission fees and attend to such duties as the office requires. The division treasurer shall receive all dues from members in his State and disburse funds to meet the necessary expenses of the division. He shall remit to the treasurer of the League, monthly, fifty per cent of the receipts so collected. His accounts shall be audited by the finance committee of the division, and he shall give bonds if required.

RULE 9.—There shall be an annual business meeting of the League at such time and such place as the board of officers may determine, at a meeting to be held at least two (2) months previous to the fifteenth day of

May, and of which general meeting at least one month's public notice shall be given. At this meeting, etc.

RULE 12.—Two meetings of the board of officers shall be held each year; one in the spring, at least two (2) months previous to the fifteenth (15) day of May, and one in the fall, subject to the call of the president.

RULE 14.—Add (paragraph).—Each State division shall appoint its own meetings, parades, and races, subject to the general provisions of the L. A. W. constitution.

RULE 15.—Add (paragraph).—State divisions shall have power to appoint such committees from their own membership as they may deem expedient.

RULE 21.—Substitute "as" for "at," nineteenth line, second section.

RULE 22.—All applications for membership shall be forwarded to the corresponding secretary, together with fees for admission; with such information as may be required, except in States having a regularly organized State division. Applications for membership shall be forwarded to the division secretary, together with fees for admission, the candidate's full name and post-office address to be stated in each application.

RULE 34.—Insert after "League" in second line or in States where there are regularly organized State divisions, to the division secretary.

RULE 36.—In last line change "rule 14" to rule 13.

RACING RULES.—All championship races shall be held under the immediate supervision of the League or its constituent clubs.

No trotting, athletic, or other non-League organizations shall be allowed to hold State bicycle championships in which League members shall compete, without the special sanction of the racing board.

Privilege to hold State championships may be granted to League clubs or authorized associations when the importance of the meeting is sufficient to warrant the racing board's special sanction, although not more than one race shall be offered as a State championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

RULE 16.—Strike out "no handicap races shall be run in heats."

RULE 18.—Substitute "races" for "rules," second word, first line.

It was recommended that Sect. 3 of the Constitution be so changed that all applicants for League membership be charged \$1.00 each without regard to club membership.

The membership committee was instructed "to prepare and publish an amended amateur rule which shall class among professionals paid teachers as such, and shall class among amateurs bicycle manufacturers and dealers who may or not instruct learners the rudiments of bicycle riding for the purpose of selling a machine."

Financial Condition of the League.

CASH.		Dr.	
To balance received of D. Wistar,			
1 June, 1882.....	\$516 38		
" dues of members, 1882-3.....	971 00		
" admission fees, 1882-3.....	468 00		
" badges.....	5 00		
			\$1,960 38
		Cr.	
By expenses of corresponding secretary.....	\$94 82		
" expenses of treasurer.....	85 21		
" salary of treasurer.....	250 00		
" salary of corresponding sec.....	250 00		
" rebate, Kingman N. Putnam.....	19 50		
" report of business meeting at Chicago.....	64 00		
" report of business meeting at Boston.....	20 00		
" membership tickets, Allen, Lane & Scott.....	33 25		
" expense of fall race meeting at Beacon Park.....	29 05		
" electrolyte hotel certificate, H. K. Robinson.....	2 50		
" printing "legal opinion" for com. on R. and P.....	18 00		
" balance in treasury.....	1,094 05		
			\$1,960 38
We herewith account for above balance:—			
On deposit with New Hampshire Banking Company.....	\$300 00		
" deposit with Mechanics' Savings Bank.....	400 00		
" deposit with Second National Bank.....	378 65		
In money drawer.....	15 40		
			\$1,094 05

As per vote of officers, \$700 of above amount has been placed on deposit, from which we are receiving four per cent interest, while the remainder bears no interest and is subject to check.

Respectfully submitted,
W. V. GILMAN, Treasurer.

1 MARCH, 1883.

CYCLISTS' TOURING CLUB.

(Founded as the B. T. C. in 1878.)

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50; afterwards, 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass. Blank form of application for membership forwarded to any address on receipt of stamped-directed envelope.

APPLICATIONS RECEIVED TO 31 MARCH.—A. D. Rice, 28 Highland street, Roxbury, Mass.; A. E. Pailard, 680 Broadway, New York City; H. E. Ducker, 201 Main street, Springfield, Mass.; Max. Hansmann, 724 Thirteenth street, Washington, D. C.; E. J. Mabbett, Fayette street, Baltimore, Md.

RENEWALS.—Chas. G. Wright, 1126 Market street, Philadelphia, Pa.; S. T. Clark, Franklin building, Baltimore, Md.; Richard Garvey, St. Louis, Mo.

APPOINTMENTS.—Hotel at the club tariff, the Sterling House, Bridgeport, Conn.; consul for Westerly, R. I., J. H. Morgan of Westerly, R. I.; place for repairs, at Westerly, R. I., T. V. & C. V. Stillman; place for repairs at Providence, R. I., the Allen F. D. Supply Company.

THE NEW UNIFORM.—The result of the notice on this topic in the last number of this paper has been sufficiently encouraging to warrant the chief consul in completing arrangements with the Lamoville Mills, Fairfax, Va., for the manufacture of the club cloth, and same will be supplied to C. T. C. members only, in the order in which their names are received.

In deference to those who have written, the chief consul feels that it is within his duty to announce that the American Branch of the C. T. C. adopts the club uniform as described and depicted in the club *Gazette* of February, 1883, with the exceptions that the Norfolk jacket, and the Boston Club shape of cap, with visor, will, as being better suited to our climate, be substituted and adopted in the place of the jacket and polo cap worn by the English membership.

Estimates are being procured with the view of appointment of a club tailor, from whom the uniform can be obtained at an established rate. Further particulars will be given in the next issue of this paper.

FIXTURES.

Saturday, 7 April:	
Boston Ramblers, run to Concord.	
Hudson Bicycle Club, annual election.	
Sunday, 8 April:	
Ramblers to Waltham.	
Bostons to Hyde Park.	
Tuesday, 10 April:	
Newton Club, annual election and dinner.	
Friday, 13 April:	
Kings County Wheelmen's annual dinner.	
Wednesday, 18 April:	
Meriden Wheel Club, first annual exhibition and ball.	
Wednesday, 16 May:	
Harvard Club race meeting, Beacon Park.	
Monday, 28 May:	
New York, L. A. W. Meet.	
Saturday, 9 June:	
Champion City Club go into camp.	
Tuesday, 12 June:	
Citizens' Club, annual meeting.	
Monday, 18 June:	
Portland Club start on tour.	
Saturday, 30 June:	
Milwaukee Club, fourth annual tour.	
Sunday, 1 July:	
Chicago Bicycle Club start from Ann Arbor on Canadian tour. Wheelmen desiring to join in the tour are invited to do so. Address the secretary, 189 Michigan avenue, Chicago.	

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. A 54 and 46-inch Harvard, both in good condition, used but little. F. H. BRACKETT, 28 State st., Room 7, Boston, Mass.

FOR SALE.—A 48-inch Harvard bicycle; nickel plated, excepting wheels; cradle-spring, rubber handles; it is in perfect condition. C. F. T., 64 Union street, Boston.

FOR SALE.—A 54-inch Harvard; used only six months; in thorough repair, and newly painted; price \$80. W. A. HOLMAN, 188 Hanover street, Boston.

TRICYCLE FOR SALE.—A Coventry Rotary; half of convertible; balls to all wheels, and pedals, adjustable handles, dress-guard, saddle; used but little; purchaser can at any time order other half, and have a Sociable. Address H., this office.

FOR SALE.—A 54-inch Yale Light Roadster; has been run one season, and is in perfect running order; price \$100. ARTHUR P. CURTIS, Marlboro', Mass.

A 38-INCH BICYCLE WANTED, or thereabouts. English machine preferred; no fancy prices. For Sale, a 54-inch Columbia ball-bearing; used very little, for only two seasons, with cyclometer. Address 137 ORANGE STREET, Chelsea, Mass.

FOR SALE.—A 50-inch Yale Light Roadster; used only one season; will sell cheap. N. P. WYLLIE, Lowell, Mass.

WANTED.—A second-hand 52-inch machine of any late and improved style. Address W. E. HOOKWAY, 30 South Salina street, Syracuse, N. Y.

FOR SALE.—A Harvard Tricycle, in first-class order; now having a coat of enamel put on; will sell for \$100. W. W. STALL, Brighton, Mass.

TRICYCLE WANTED.—Give perfect description and state lowest cash price, how long in use. Address GUMP BROS., Dayton, Ohio.

ROYAL SALVO SOCIABLE.—FOR SALE. Silver plated and in good order. Price, \$135. Will take a bicycle in exchange. GUMP BROS., Dayton, Ohio.

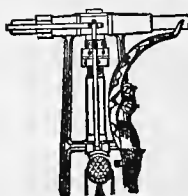
FOR SALE.—A 52-inch full-nickelled British Challenge, dropped handle bar, rubber handles, Æolus ball pedals, good as new, been ridden very little. Cost \$168, and will sell for \$125 cash. Address, ALBERT TREGO, care S. T. CLARK & Co., Baltimore.

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

TO RACING MEN.—A 55-inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

FOR SALE.—A nearly new 58-inch Yale Racer; full-nickelled, with Æolus rat-trap ball pedals; weight thirty-two pounds, close built, and will fit a 35-inch leg; cost \$160; will be sold cheap for cash by FRED BINFORD, Pawtucket, R. I.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Universal POLISHING PASTE

For polishing all kinds of Metals. Wheelmen owning nickelled bicycles should give this a trial. It is the only article manufactured that will restore the plate to its former brilliancy after it has become tarnished.

Price, small boxes - - - 25 cts.

" large " - - - 50 "

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PERFECTION BICYCLE LOCK.



Pat. applied for.

No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Hasp so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

Price, \$1.75; nickelled, \$2.00. Sent postpaid on receipt of price. Liberal discount to trade.

H. M. STILLWELL,

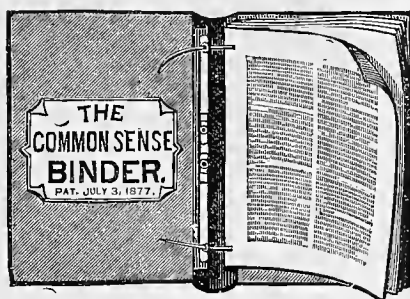
149 STATE STREET,

ROCHESTER, N. Y.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.,** 8 Pemberton square, Boston, Mass.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. **E. C. HODGES & CO.,** 8 Pemberton square, Boston. [Copies with various racy mss. additions may be had of J. G. DALTON, 53 Union Park, Boston, on receipt of fifty cents.]

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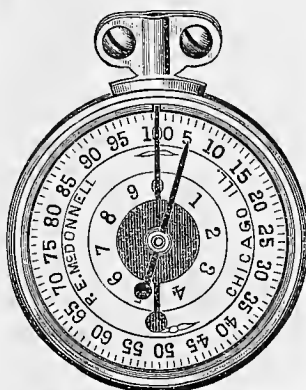


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BOSTON.

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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolutely

ly water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

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4-line Advertisements in this department, \$12 per year.

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H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

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BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON,** manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON,** Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON,** Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY,** No. 40 So. Canal street, Chicago, Ill.

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WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.,** Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY,** Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address **L. M. RICHARDSON,** Bicycle Agent, Milwaukee, Wis.

BICYCLERS' SILVER LUSTRE POLISH.—The best known polish for cleaning and keeping bright—nickel-plate, free from all acids, highly recommended and extensively used by bicyclers. Sent post free on receipt of 25 cents. Address **SILVER LUSTRE CO.,** P. O. Box 461, or No. 95 Walnut street, Cincinnati, Ohio.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

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SOLE UNITED STATES AGENT FOR THE

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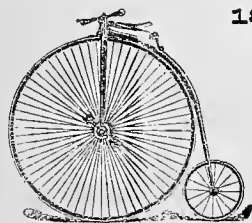
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The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

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for an advertisement of the Victor Tricycle, which
will appear next week.

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NEW AXLES.
NEW HUBS.
CRESCENT RIMS.
BALL BEARINGS.
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40 SO. CANAL STREET,
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Send for estimates. My shops are the most complete in the United States.
We have unequalled facilities for brazing.

Racing wheels made to re-
place roading ones, for hall
use.

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Overhauling generally.

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"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Beariog Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

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Bags, Saddles, Bugles, Slings,
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Handles, etc., etc., etc.

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Importer of Various Kinds of
BICYCLES AND TRICYCLES.
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Pedal Shafts, etc., etc., etc.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

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BOSTON, 13 APRIL, 1883.

Volume VI.
Number 23.

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Elegantly made and perfect fit guaranteed.

Full Dress Outfits

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Importing Manufacturers of Bicycles and Tricycles.

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Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

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SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

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Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

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Good Agents Wanted.

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A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-sealed* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

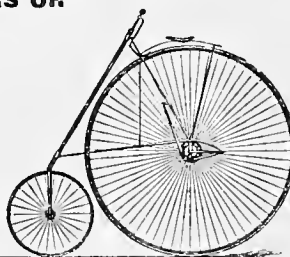
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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TRICYCLES,

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Parties building machines furnished with Parts, Plans, Estimates, etc.

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ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

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Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

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For Fastening Rubber Tires.

STRONGEST KNOWN!

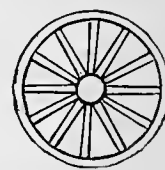
We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

The New Wheel Button for Bicycle Suits.



PATENT APPLIED FOR.

A Handsome and Ornamental Button, designed expressly for Bicycle Suits, and made in both large and small sizes, for Coats, Caps, and Pant Legs.

Manufactured and for sale by **W. C. AMES & CO.,** North Attleboro', Mass.

Send for Circular and Price-List.

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SAFETY STEP.



Nº3.

This improved Step secures a firm and positive foothold while mounting, all danger of cutting the leg or clothing being obviated by the **Safety Flange** and inwardly projecting teeth, the outer edges of which are **bevelled**, as an additional safeguard.

Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of dealers generally or of the Inventor and Manufacturer,

G. F. HARWOOD, Worcester, Mass.

For terms to agents, address as above.

Price, Plain, 50c.; Crocus Polished, or Nickelled, 75c.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

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THE Bicycling World

Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

H. C. HODGES & CO.

8 Pemberton Square, Room 12,
BOSTON, MASS., U. S. A.

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 13 APRIL, 1883.

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LEAGUE FUNDS.

As the object of the League is not to make money, the best disposition of any funds which may accumulate is not an unimportant question. We should much prefer to see the annual reports of the treasurer show but little unused money on hand. If the League really intends to place guide-boards in localities where they are needed, what better use of its surplus income can be made than providing uniform boards suitably

lettered, and furnished to such consuls as will attend to their erection? Every hotel which has received an official appointment as League headquarters should exhibit a sign suitably inscribed. These the League should supply, with such restrictions and regulations as the officers may deem advisable. No greater benefit could be conferred upon its members than the erection of danger boards at the top of precipitous hills, and this would furnish another means to expend the money which now lies idle in some safe depository.

We do not advocate an indiscriminate and lavish waste of money, but if the League will be what it is intended to be, it must adopt a policy best calculated to obtain new members and retain old ones. We are rapidly settling down to a practical and sober use of the wheel; the enthusiasm and sentiment which induced many to support the League in its infancy is being rapidly superseded by a critical examination of the benefits to be derived, and it is for the interests of the association to meet all inquiries by practical demonstration of merit, and with other than promises of vague and uncertain benefits. The American tendency towards "booms" of all kinds has not been lacking in the history of the League, and, while the advantages of a large numerical membership are not to be overlooked, they fade into insignificance beside the advantages of an interested and working membership. The members will come in due course of time, but it is now that the foundation must be laid for the future. Money judiciously invested, be it by an individual, a corporation, or an association, will yield a good return. This subject is not to be treated lightly, for the future will depend largely on the wisdom and sagacity of those who now have the management of the affairs of the League. These suggestions thrown out by us only partially indicate the way in which the income of the League may be used, and, while it may be found that but a few of them can at present be carried out, let those few be done promptly and thoroughly, and we feel assured that they will be appreciated by all, be they members or not. The feeling at the last officers' meeting seemed more in accordance with our ideas than ever before, and their appropriations were, we think, on the whole, wise. The treasurer of the League is conservative in the matter of expendi-

tures, and it may be well that he is so, for a restraining hand may be found necessary should the board of officers be found extravagant in their expenditures.

THE question of flying *vs.* standing starts has been discussed somewhat of late, and a certain proportion of our riders have recorded themselves in favor of a change and the adoption of flying starts. We are inclined to conservatism in regard to established customs, though open to conviction in all matters. We know of no sound argument being advanced in favor of a change. Flying starts are neither safer nor fairer than the present method. While they would result in better records, their advocates should bear in mind that record-breaking is only incidental to racing; contestants rarely ride faster than is necessary to win. Until we can see that some advantage is to be gained by flying starts we shall advocate the present mode.

WE personally care very little for what is termed fancy riding; and we think that, together with slow racing, it should be eradicated from the programmes of all race meetings. Plenty of opportunities are given to those who have acquired skill in these ways at exhibitions in halls and skating rinks. Feats of skill in handling the bicycle are very interesting to many, but are not so to the average patron of races. Many a grumble have we heard at the time consumed at race meetings by fancy riding and slow racing. A person whose appetite is whetted for an exciting race is not in the mood to appreciate the beauties of fine balancing.

THE abolishment of the fifty per cent discount to clubs whose entire membership joins the League is a step in the right direction. It is what we have advocated for many years. It makes the membership of the League practically an individual one, as it is no particular advantage now for clubs to join in a body. There is no objection to their doing so, but no premium is offered. We anticipate a considerable falling off in membership this year, but this should only spur the officers to redouble their efforts to show the benefits of League membership.

Brooklyn Club Annual.

THE members of this club, which is

among the oldest in the country, sat down to its fourth annual dinner at Hubel's, on 3 April. The *menu* was an excellent one, and the details were admirably arranged, and reflected great credit on both Mr. Hubel and the committee. As the dinner drew to an end, President Scott, on behalf of the club, in a short but very neat address, expressive of high esteem and wishes for a prosperous future, presented Capt. Gullen with a solid gold badge, in form like the regular club badge (the letters B. B. C. in monogram, encircled by a laurel wreath).

Mr. Gullen appeared to be taken by surprise, and was unable to respond for a time, but eventually arose and thanked the club in words which showed his thorough appreciation of the gift.

Mr. Gullen sails for Europe 5 April, in the steamer "Britannic," of the White Star Line, with the intention of returning in a month, accompanied by a bride. We wish him a prosperous and happy voyage, not only across the big pond, but through life.

After several toasts had been drunk, the members of the club departed for their homes, having spent a most pleasant evening. The number of members who attended was very large.

OBITUARY.

It is with the greatest feelings of sadness that I have to announce the death of a member of the Providence Bicycle Club, Mr. Frederic Albert Nightingale. This is the first time since the formation of the club (now nearly four years) that we have lost a member by death. Mr. Nightingale died 3 April, after an illness of only about six days, the disease being malignant typhoid fever. He was in his twenty-fifth year and the youngest of a family of six children. His quiet, gentlemanly bearing and sterling character were recognized by all who knew him, and made him a special favorite with the club. The funeral took place Thursday, 5 April, in "All Saints' Memorial Church," on High street, and was attended by a large number of relatives and friends. In accordance with the wishes of the family that no formal display be made by the club, we simply occupied seats together, without any attempt at show of any kind. We shall fondly cherish the memory of "Fred," and wish it was in our power to pay more than this slight tribute of our esteem.

A. G. C.

Fancy Riding.

THE Rockingham Bicycle Club, of Portsmouth, N. H., assisted the Dover Wheelmen at an exhibition at Dover City Hall on 27 March. The fancy riding by Georgie Girard on a 42-inch and a 56-inch wheel, and the excellent playing of a mouth harmonica by Goodwin Philbrick while riding his wheel, without hands on handles, received double encores. The kicking race, in which the contestants mounted and propelled their

bicycles by kicking the rubber tires, was won by President Philbrick; Wilmot and Alden surprised the audience by their superior riding. They have few equals as double riders.

Tricycle "Sundries."

Those printers! [Printer, *log.*, "those writers."] I did not say that "my critic's reasoning would reduce the rudder wheel almost to a 'tiller,'" I did say "tiller."

Mr. Veeder, who writes that "the tricycle for the West must be a three-tracker, with not less than three feet gauge of track," can have such a machine, if there is ever demand enough for it, although that would be a very broad gauge. But to make a two-tracker of it will be troublesome, for a steerer in line with one of the large wheels has been tried, but has been found unserviceable, and, I think, is no longer built. If it were, the broad gauge asked for would still further impair the steering. The only successful and practical two-tracker yet made is the double-steering Coventry.

In my article of 23 February, writing only from a cut, I said that the new Aurora-Europa — which, in single and convertible form, is both a close copy of the Coventry — steers with front wheel only, the rear one of the pair being fast. On 16 March I corrected this, and explained that both of the pair steer, Starley's patent being slightly modified in some details without affecting the principle. The makers of the Coventry now write me: "*We beg to state that the manufacturers of this, together with other makers who have infringed the patent of the Coventry Rotary, have been taken in hand, with the result that they have discontinued the manufacture, and express themselves very sorry for copying.*" It thus appears that I must now correct my former correction, and that the second rudder wheel of the copying tricycle is fast, being held so by Starley's patent. It also appears that our English cousins have their patents, licenses, royalties, infringers, and prosecutions, and that they are quite as wide awake to the enforcement of their claims as in any other country. I was surprised that the holders of the Starley patent would consent to share its use, but am more surprised that any reputable firm would chance it by bringing out so plain an infringement. However, I suppose human nature is about the same everywhere. All that need be done now is to fasten the rear rudder wheel of the Aurora-Europa firm in line with the backbone, and go ahead with one wheel as a two-tracker. That is, I suppose so, for, as I have not yet taken the trouble to look up the patent, I cannot say whether it covers more than the double action of the two wheels. It is not much matter, for with this feature taken out the two-track and other peculiarities of the shape will be squarely in conflict with the single steering.

JULIUS WILCOX.

63 MURRAY STREET, NEW YORK, 31 March, 1883.

New York Letter.

WHAT THE GOTHAMITES ARE DOING.

WELL, at last we have our white elephant; the long agony is over, and New York's riders sleep in peace, — such peace, at any rate, as is possible, in view of the interest that has been excited by the prospective Meet and the subsequent proceedings here relative to same. The circular that was sent out last week to the resident wheelmen brought together, last Tuesday, a most enthusiastic gathering of about one hundred and fifty of the city riders, representatives of the clubs and unattached, as also delegates from Brooklyn, Mt. Vernon, and New Jersey. Dr. T. McK. Brown, president of the Citizens' Club, officiated as chairman, and B. G. Sanford, of the Ixions, as secretary. Discussions on the Meet and its necessities were the order of the day, and the results of the meeting showed that, although the spirit of bicycling may have lain dormant in the breasts of many of the old riders whom the call had brought together, it was merely dormant and not for long, and this was made evident by the willingness to subscribe which followed the opening of the subscription papers. The clubs, in especial, came nobly to the mark, and raised among themselves alone, almost the total of the amount that was first named as necessary to meet the needful expenses. The Citizens were the first to respond, with a pledge of \$300; the New Yorks showed themselves awake when Secretary Adams's voice sounded with \$300 more; the Ixions pledged \$100, the Mt. Vernons \$100, the Kings County Wheelmen \$50, the Hackensack Club \$50, and, besides these of the clubs, a number of subscriptions from the unattached followed, among which was one, by some party whose name was withheld, of \$100. We afterwards found out that it was Fred Bourne, S. C. C. T. C. The subscriptions, altogether, will, before they stop, amount to \$1,500, at least, and, from the plans proposed for execution, the New York Meet will, in my opinion, rank among the first for style and conduct. Not content with liberal subscriptions, we have made more certain of a good result by electing on the committees of arrangements men that, from their character and past acts are sure to bring the affair to a happy and successful ending; and I do not think that anything more is necessary to prove me right than to give you their names, and the committees, in order as below: Parade, Beckwith, chairman, Pitman, James, and Bidwell; storage, Smith (T. C.), chairman, Roy, and Mason; finance, Nelson, chairman, Adams, and Pool; press and correspondence, Jenkins, chairman, Sanford, Shriver, and Newman; transportation, Egan, chairman, Conklin, and Drake; reception, Bourne, chairman, Farquer, Knight, Clapp, Newman, Baldwin (S. W.), and Kitching; hotel, Bryant, chairman, Oliver, and Jones.

If these men cannot by their efforts, aided by those of the rest of our riders,

make this Meet one to be remembered, why, New York might just as well give up, now and forever, the thought of ever having or attempting a thing of this kind. But this is not the case; success is all but assured, according to my estimate of the men and their characters, taken in conjunction with the present evident hold that bicycling has here in New York. The only thing likely to prove unreliable is the weather. On this we cannot reckon for certain, and can only hope for the best. Our committees are all at work already, and none too soon, probably, as there is a great deal to be done, and the time in which to do it is none too long. The committee of the whole, consisting of the chairmen of the other committees, has its first meeting to-morrow night, to hear the first reports of the various committees.

It is proposed to make a direct and especial point of *seeing* the local press, and endeavor to get their co-operation in smothering the public attention with notices and paragraphs on the Meet and its attendant incidents and items of interest. We intend to fight it out on this line if it takes all summer and a dozen Meets. We will just deluge this board of park commissioners until they cry, "Hold! enough!" and it certainly won't be our fault if they don't hear enough about it. Speaking of these very park commissioners, there is a singular rumor going the rounds (where it originated none can tell) to the effect that the whole of this present board is to be bounced, figuratively and really, to be replaced by a board consisting of one man. Who he is to be, and whether descended from the same Darwinian line as his predecessors, deponent sayeth not; but we live in fear and trembling, and hope that, if such a change is to be made, he will be a man that has some respect and predilection for the wheel and its votaries.

In re Meet, it now appears that the idea broached at first, to get the American Institute for the storage of machines will, in all probability, be impracticable, as the institute is already rented for a cattle show for the two weeks which incorporate the date of the Meet. Two propositions have since been made, one to erect a large tent on a large vacant lot, corner of 60th street and Fifth avenue; the other and the best, if possible, to get the Seventh Regiment armory for three days. This last, if possible, will be fine, and give us quite a boom in more ways than one, and, as far as capabilities go, no better place could be found.

We did not see much of President Miller when he was here last week, on returning from the Worcester meeting, but shall endeavor to make up for it at the Meet. I am sure we shall only be too glad of the chance to again entertain him.

Secretary Fennessy, of Springfield, was in town on business one day this week, and mentioned casually that President H. E. Ducker was running for the L. A. W. State consulship of Massachusetts. He also dropped some mysterious hints

about a wonderful three days' tournament to come off at Springfield next fall. I wonder what he meant, who President Ducker is, and where Springfield is located?

Our eyes were gladdened this week by the sight of the new athletic paper, the *Amateur Athlete*. It is a fine piece of work, and does credit to the printer and the editor. I don't like the heading, however, as well as one which I saw executed for it by Charlie Howard. The latter, by the way, has become quite an amateur photographer, in addition to his other accomplishments. He must find the work, however, somewhat arduous, as he is talking of getting a sociable tricycle.

The *Wheel*, too, in order to keep pace with the times, has changed the buzz-saw combination at the top of its title page, for a fine new heading, which is appropriate and very pretty, without being at all threadbare; it has also put out wings in the way of extending its size to twelve pages, and has, take it all in all, turned out a very creditable number. It presents two illustrations, in portraits of "The Owl." One is "the Owl *ipse*, in propria persona," the other is a well-executed caricature of him by C. J. Howard. In both the sluggers have arrived at a certain, or, rather, uncertain age, and in both his grip of the handle-bar is suggestive of a frantic grasping at composure, such as the graceful position assumed in each would necessarily entail.

Ha! Ha! Tu Whit! To Who?

CHIC.

NEW YORK, 8 April, 1883.

Assaults.

ASSAULTS upon wheelmen in this vicinity have, we are glad to say, been very infrequent. Drivers of horses have been very considerate as a rule towards bicyclers. In not a few instances they have had occasion to be somewhat put out at the carelessness of riders themselves. We have ourselves seen wheelmen disobeying all the rules of the road and acting in a manner not calculated to bring much credit to themselves or the fraternity. For reckless and careless riders we have no sympathy. We would be the last ones to overlook their indiscretions. We gave a place last week to a letter from J. G. Dalton, the victim of an outrageous assault. Since that letter was published Mr. Dalton has discovered the perpetrators of the outrage, and has sent the following letter which explains itself, to one of our daily papers:—

MILLIKEN DRIVING.

Leaving the above to explain itself at the end of this, I would ask attention to the constant danger of pedestrians and others by many reckless drivers in this city. It is a wrong universally felt but too generally submitted to without protest. On the street crossings, especially, the rights of those on foot are almost wholly disregarded, particularly by heavy business vehicles. Rare, indeed, is the sight of a driver drawing up to allow people to cross upon the flagging where they have a legal right of way, and the late ordinance providing for twelve feet between following teams is made entirely a dead letter. All passers are forced to wait, and watch, and dodge, and jump to escape extreme peril in their daily walks. In the more central parts of Boston, heedless or ruffian men are permitted thus to maintain a course of continual violation of the plainest rights of

the majority. In the suburbs, the conditions are different and the offenders fewer; while the damage, if incurred, is worse on account of the greater speed which is there allowed. As to the latter localities, I would speak only as a bicyclist, and incited thereto by the atrocious conduct of a driver on Brighton avenue, Sunday, 1 April, which I related in your evening edition of the next. Thanks to the mounted police, I obtained his address, and called upon him with intent to make a very mild proposal for satisfaction. He prevented it by assailing me with a volley of foul abuse, false statements, expressions of violent animosity to bicyclists, and loud denial of their rights; such is the nature of him, and Horace F. Milliken is his name. Beside the sympathy of all bicyclists, I doubtless have that of most horsemen here, who are gentlemen and considerate towards us. Backed by one of the largest clubs of wheelmen, I will now take legal action in the matter. I have a witness of the act, but should be much obliged to any others who saw the affair (1 April, about 4 P. M., near Cottage Farm bridge) if they would address me.

J. G. DALTON,
Boston Bicycle Club, 53 Union Park.

Our only regret in the matter is, that the League should not have the honor of presenting this case. It should be the duty of League officials to investigate such flagrant abuse of the rights of its members, and, finding the matter as stated, see that a criminal prosecution is commenced. It is in matters of this kind that the League can prove its value. The case will, we understand, be carried into the courts, and Mr. Milliken be made to pay for his amusement or prove his freedom from blame, recklessness, or criminality.

The Springfield Tournament.

THE Springfield Bicycle Club have projected a three days' camp meet and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting Meet ever held,—one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has ever witnessed.

The camp will be held in Springfield, on Hampden Park, 18, 19, and 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of BICYCLING WORLD and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet,—giving a full report of the proceedings. We now have the names of upwards of 6,000 wheelmen, and expect to increase these to

10,000 names, and to send the six copies *free to every wheelman*, thus issuing the largest circulation of any bicycle paper in this country. The first number will be issued this month. *

Patents.

AMONG the patents issued in March are the following:—

274,163. A bicycle seat to John L. Wilson, Waltham, Mass. Attached to the backbone is a semi-elliptic spring; to the ends of this are attached metallic loops which support the down-curved ends of an upper straight piece of spring steel on which rests the saddle.

274,231. A tricycle to John K. Starley, Coventry, England, assignor to Coventry Machinist Company. A rear-steering tricycle, patented in England, 3 December, 1880.

274,762. A tricycle to C. F. Handy and W. P. Anthony, of Providence, R. I., assignors to Pope Manufacturing Company. A front-steering tricycle having gearing for two speeds.

WHEEL CLUB DOINGS

THE Chicago Bicycle Club seriously entertain a proposition to accept joint quarters with the Chicago Racquet Club, two doors north of present quarters, adjoining the Leland Hotel. The Racquet Court is a three-story brick building, fitted up with gymnasium, bowling-alley, and club-rooms, and would give ample and sumptuous facilities for both clubs.

THE Keystone Bicycle Club, at its annual meeting, 28 March, elected the following officers: Captain, John W. Pears; sub-captain, Geo. A. Lyon; bugler, J. C. McCullough; guide, P. U. French; president, Geo. J. Little, secretary and treasurer, Paul Johnson, Liberty street, Pittsburgh; club committee, Geo. Grundy and Chas. Beltz.

THE Boston Tricycle Club has been formally organized, with J. S. Dean as secretary. All communications should be addressed to him at this office.

THE K. C. W.'s annual dinner to-day promises to be a great success.

THE annual Fast Day runs, which are one of the features of the spring season in this vicinity, were this year failures, on account of the rain which fell in the morning.

THE Boston, Massachusetts, Crescents, Ramblers, Chelsea, and Lawrence Clubs had each a small attendance.

AT the fourth annual meeting of the Brooklyn Bicycle Club, 3 April, the following were elected officers: W. F. Gullen, president; W. A. Carl, captain; W. T. Wintringham, lieutenant; an executive committee, consisting of the president, captain, secretary, and treasurer, *ex officio*, and Messrs. C. G. Koop and J. P. Wintringham. The election of secretary and treasurer and bugler was deferred until the next regular meeting.

This club admitted five new members, and appointed a committee, with full powers, to secure headquarters.

MR. A. M. CROTHERS, of the Champion City Bicycle Club, called on us a few days since. He reports favorably of the condition of affairs West, and the general tendency of riders to go in for lighter and better machines than they have been riding.

NEW HAMPSHIRE'S State representa-

tive, Mr. E. M. Gilman, is journeying westward on a vacation of two months. He goes to California, *via* Chicago, Omaha, Salt Lake City, etc. Will visit Yosemite, Monterey, etc.

W. W. MCINTIRE has been elected captain of the Rockingham Bicycle Club, to succeed C. A. Hazlett, resigned.

WILL club secretaries please be more prompt in sending in their fixtures? Several have been received too late to be used.

THE Montreal Bicycle Club have been granted the use of a large hall on Wednesday evenings for practice riding, and commenced last Wednesday.

THE Bostons have reason to feel that their club-house scheme is a success. No less than seventy-five members visited the rooms 1 March, and there were forty-five members present at one time.

WILMOT and Alden will give an exhibition of fancy riding at the annual ball of the Meriden Wheel Club, 18 April.

THE Hawthorne Club, of Salem, ran to Marblehead on Fast Day.

THE Springfield Club is making extensive preparations for its three days' tournament in September.

THE Albany Club now numbers twenty-one active and nine associate members. The club is in a sound financial condition, and all the indications are that it will have a prosperous year.

AT the annual meeting of the Missouri Club, 3 April, the following officers were elected for the ensuing year: Prof. C. H. Stone, president; J. Frank Hackstaff, vice-president; W. A. Gardner, secretary and treasurer; Fred A. Beckers, captain; George C. Oeters, first lieutenant; Cornelius Hatch, second lieutenant; H. Greenwood, bugler; Cola Stone, color bearer. After the business meeting was concluded the club repaired to the parlors of Bessell's oyster house, where the health of the newly-elected officers was drunk and the toasts duly responded to.

AT an adjourned meeting of the Keystone Bicycle Club, held 28 March, the following officers were elected: President, J. W. Pears; captain, Geo. J. Little; sub-captain, Geo. A. Lyon; bugler, J. C. McCullough; guide, P. N. French; secretary and treasurer, Paul Johnston.

"COLUMBUS" writes us that this club are making favorable progress in regard to the bicycle track on the Cricket Grounds at Pittsburgh, Pa.

AT the annual meeting of the Millville Bicycle Club, held at headquarters, "Balcony Room of the Workingmen's Institute," Tuesday evening, 3 April, the following officers were elected for the ensuing year: Herschel Mulford, president; John S. Hand, vice-president; John N. Reeve, secretary; Thomas B. Somers, captain; Lewis Howell, lieutenant; John H. Ottinger, bugler; Jonnie Hilliard, color bearer. This club is now next to the largest in New Jersey, having a membership of twenty-six, and a prospect of several more at our next meeting.

THE Milwaukee Bicycle Club held its annual meeting Thursday, 5 April, and elected the following officers to serve during the ensuing year: President, Frank R. Pingree; secretary and treasurer, A. W. Fries; captain, A. Meinecke, Jr.; lieutenant, T. K. Birkhaeuser; club committee, P. H. Secombe, F. C. Bohri, E. C. Langlois, with president and secretary *ex-officio*. The constitution was thoroughly revised, and a vote of thanks to the retiring president, A. C. Jones, was passed.

A LETTER from J. S. Brierly, secretary Canadian Wheelmen's Association, says a delegation of the Canadian Wheelmen's Association will escort the wheelmen through Canada on the Chicago Club's Canada tour.

AT the annual meeting of the Leominster Bicycle Club, held in their new club room, on Monday evening, 2 April, 1883, the following officers were elected for the ensuing year: President, W. H. Chase; secretary and treasurer, R. G. Morse; captain, C. A. Joslin; lieutenant, E. Munsie; club committee, president, secretary, and captain, also F. C. Brooks and E. Hall. The club numbers fourteen members.

AT the annual meeting of the Brockton Bicycle Club the following officers were elected for the ensuing year: President, W. H. Bryant; secretary and treasurer, Ed. M. Thompson; captain, Chas. A. Swasey; first lieutenant, Fred B. Howard; second lieutenant, Frank P. Churchill; club committee, Fred H. Johnson and Arthur E. Jenks. The club numbers ten active members.

THE third annual meeting of the Lawrence Bicycle Club was held Monday evening, 2 April, at the Essex House. The old board of officers were re-elected, and are as follows: President, M. D. Currier; secretary and treasurer, Francis Cogswell; captain, T. S. Webb; first lieutenant, H. W. Emmons; second lieutenant, Alonzo Tacy; bugler, D. M. Spooner. Twelve men were admitted to the club, making a total membership of forty. A committee was appointed to secure suitable club rooms. The meeting then adjourned to the dining-hall, where full justice was done to our first annual dinner. A pleasant feature of the evening was the presentation by the club, through the president, of a handsome L. A. W. badge to the captain, T. S. Webb.

THE Columbia Bicycle Club certainly show more zeal than some of our city clubs. On Fast Day ten members ran to Pawtucket. We know this required some pluck, as the roads were very muddy.

IT is reported that the Ramblers have taken club rooms at Hotel Glendon. They have elected W. J. Harris secretary, *vice* A. H. Forbush, resigned.

THE Roxbury Bicycle Club held a meeting Monday evening, 9 April, and, among other things, discussed the idea of building a bath-house at Savin Hill or some like locality, for the benefit of members.

RACING NEWS

THE first race for the fifty-mile professional championship of the world was decided on the Leicestershire cricket ground, England, 24 March. There were fourteen starters. The race was won by De Civry by two laps, with A. Lees second; time, 3h. 13m. 14s. There was a strong wind blowing and a cold rain falling, which accounts for the slow time.

THE ten-mile professional championship of England was run at Aylestone Road grounds, Monday, 26 March. There were ten starters. The race was won by Howell by three yards; Wood second; time, 33m. 34 1-5s.

THE races of the Cincinnati Club, 5 April, were witnessed by the largest audience of the year, in spite of the rain which was falling at the time. The ten-mile race brought to the scratch John Barclay, W. H. Reed, Warner, Galway, and H. N. Kitchell. Galway won the race in 36m. 56s.; Reed second in 37m. 5s.

The entries for the five-mile race were Frank Sargent, W. H. Galway, J. G. Kitchell, and Harry Hall, Hall winning in 18m. 16 1-2s.

The contestants for the two-mile race were Messrs. Cal. Townley and N. L. Pierson, Pierson winning in 7m. 9s. Mr. Townley accidentally ran his machine into the wall and was obliged to give up the race. He was only slightly hurt.

The one-mile race was won by Sam Goodman in 3m. 30s., and the fat men's handicap by Davis in 4m. 15s.

PRINCE and Woodside will take part in the tournament in Cincinnati, at Power Hall, to-day and to-morrow.

THE route of the Facile road race has been changed, and, instead of being from London to York, it will be from the metropolis to Birmingham.

IN the fifty-mile race for the championship of Illinois at the Chicago Exposition building, 2 April, Schimpeler and Conkling were entered. Conkling dropped out on the twentieth mile, leaving Schimpeler the winner, who will be open to challenge for the State championship.

HARVARD COLLEGE is to have a cinder path on Holmes's field, four laps to the mile. It will be one of the best tracks in the country, and we look for some record-breaking on it.

JOHN S. PRINCE has been giving William M. Woodside, champion of Ireland, one-hour trial spins on the bicycle, with a view of ascertaining how good a partner he may be in the six-day race against Le Roy. Woodside will probably be the chosen one, although the champion has not yet made his selection.

IT is not improbable that Terront and DeCivry of France, and several of the best English bicycle riders, will visit and race in this country before the bicycle season closes. A number of gentlemen interested in athletic sports are considering a proposition to offer liberal prizes for an international bicycle tournament,

and, if suitable grounds can be secured, the tournament will be held near Boston.

REPRESENTATIVES of Mr. Charles H. Le Roy and Mr. John S. Prince met Monday, and made the final deposit of \$500 each in the match for \$1,000 a side, which Prince and Le Roy are to ride in this city, beginning 30 April and ending 5 May. It was mutually agreed to allow the matter of appointing a referee to remain open for a few days, and in case of failure to agree on a suitable person for the position, to authorize the stakeholder to name the referee. Prince will not name his assistant in riding against Le Roy and the horses until fourteen days before the day set for the race to begin, as provided in the articles of agreement. Mr. Prince writes from Cincinnati that he is practising on an excellent track, and improving daily, as also is Woodside. Prince will return to Boston about 20 April.

Closing of Entries.

MAY 26.—Entries close for two and five-mile championship of America, open to all amateurs. Entrance fee \$2.00 for each and every event, to Gilbert H. Bateau, secretary N. A. A. A., P. O. Box 3478, New York. Games 2 June, 1883. Gold, silver, and bronze medals.

MAY 26.—Entries close for one-mile race, championship of the League of American Wheelmen. Open only to League members. Fee \$1.00 (returnable to starter), to Fred. Jenkins, secretary racing board, Box 444, New York. Diamond medal valued at \$75, to be won three times by the same competitor.

'CYCLISTS' TOURING CLUB MEET.—State Consul Henry W. Williams is making arrangements for a run of the members of the C. T. C. in Massachusetts. An announcement will be made shortly in THE BICYCLING WORLD. As this will be the first official run in this State, it is hoped that every member will make an effort to be present.

CURRENTE CALAMO

THE polls are closed.

WE have received no report of the result, but expect to be able to announce it next week.

IF the proper men are elected we hope they will keep their positions for more than one year.

THE commissioners have granted the use of the park for the parade at the League Meet.

IT seems as if an officer just gets educated to the needs of the association, and he is either elected to stay at home or refuses to serve longer.

THEN comes in some new man, with no idea of the actual needs of the League, who has a batch of changes to be made, and then, having accomplished his purpose, drops from the scene and is lost sight of.

WHERE is Mr. Smillie now? He took such an interest in the League that he even compiled a whole constitution. It did n't pass muster, however, and he has passed into oblivion.

THE longer a man sticks to anything the better he understands it.

So let us turn over a new leaf, and if we get good men in office keep them there.

LEAGUE Rule 11 has been changed by expunging "the autumn of" in the first line. It is owing to this change that the League race this year is to be held 2 June, in conjunction with the N. A. A. A.

THERE will be a "bicyclers' day" at the Casino, Boston, Saturday, 14 April. All bicyclers in uniform will be admitted free to the building after 2 o'clock P. M. Several races with post entries will be held, and a good time is promised to all who avail themselves of this invitation. The Casino is in the Institute Fair building, at the end of Huntington avenue.

E. J. WARING, of Plainfield, N. J., was in town last week. He and Mr. Parsons have been very sociable on a Coventry Convertible.

MR. A. S. PARSONS, vice-president of the L. A. W., has become a convert to the tricycle, and has purchased a Coventry Convertible.

WE have on hand a few Emerson binders for the WORLD, which are slightly imperfect. We will mail these for fifty cents each.

MR. F. A. ELWELL is the BICYCLING WORLD's representative at Portland, Me. Any courtesies extended to him will be appreciated by us.

LAMPS and bells by night, and the latter by day, are becoming a *sine qua non* with all 'cyclers, whatever their mounts.

THE BICYCLING WORLD, the official organ of the L. A. W., improves with every issue, and is as bright, sparkling, and healthy as the pastime it champions. — *Springfield (Ohio) News*.

OUR Special Number contains the L. A. W. Constitution and Rules as they stand to-day. The amendments made at the officers' meeting do not go into effect until the beginning of the League year. As soon as possible after the Meet we shall issue a supplement containing all the changes that may be made in the Rules, the club organizations, etc.

THE first number of the *Amateur Athlete*, published by Oliver & Jenkins, has been received by us. It is nicely gotten up, and will, no doubt, be well supported by those to whom it appeals.

SOME years ago the feat of rolling a ball up a spiral upright plane by a performer, who stood on the ball and propelled it up and down, was witnessed in America. This is to be outdone the coming season at Forepaugh's great show, by Leonati, who makes the ascent and descent on a bicycle. In the thrilling language of the show card, the rider comes "down the dizzy, curving course, seated upon his writhing, racing, fickle bicycle at a break-neck speed. The variation of an inch from the centre of gravity and the desperate Leonati would incur instant death; but he gracefully emerges with his quivering wheel from the tortuous, spiral roadway into the arena amid

the wild and deafening applause of the excited and enthusiastic multitude."

SECRETARY SHOLES and Treasurer Gilman possesses the merit of keeping the League's affairs in such shape that its exact condition can always be stated.

WE all know that the "glorious climate of California" affects people differently, and are not surprised at anything which may come from that western State. Dr. Coleman, in writing of his visit to Los Angeles, says: "The soil packs down so hard after a shower that the *iron worn off the horses' shoes* glistens in the sun, looking like a *nickel-plated road*."

WHERE, oh! where are the "sandpapered" roads of the East now?

THE New York *Sunday Courier* devotes considerable space to bicycling, and the matter is generally quite interesting.

THE League, in appropriating \$50 to help J. F. Adams to defray the expenses of his recent suit, may have established a precedent which will be burdensome in the future, but it has shown that it is of some practical benefit and willing "to protect and defend the rights of wheelmen."

IN the above suit the jury was out several hours, and it afterwards turned out that two of the jurymen were milkmen and in sympathy with the plaintiff in the suit.

OCCASIONALLY we find a bicyclist who understands the objects and duties of a consul. That there is such an one in Saco, Maine, is shown by the following extracts from a letter from C. H. Cleaves to C. H. Lamson: "Your letter of the 24th inst. was received. I will accept the office as consul for this locality this year under the conditions specified in the circular. . . . There were several wheelmen through here last season and made enquires of tradesmen, who knew nothing of the condition of roads for 'cycling, and obtained information only as to the direction. I shall be pleased to "picture" the roads from this locality direct and take an interest in the welfare of any wheelman that chooses to call on me for information or a social chat."

WE have several times pointed out the entire disregard which many members of the League pay to the matter of consuls, and their failure to call on those specially appointed to give desired information. How can we ever have a good consular system if members will not help make such a system desirable?

WE have received several calls from club captains for a book on the above subject. We are pleased to announce that T. S. Miller, ex-captain of the Chicago Club, has just published a little work which is just what every captain wants. The price of the book is fifteen cents, and can be obtained of T. S. Miller, 41 Seeley avenue, Chicago, Ill.

BY the way, we notice that the *'Cyclist* uses editorially the words bike and trike. We have been criticised for doing so.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The Massachusetts League Election. A Misstatement Corrected.

Editor Bicycling World:—The following is quoted from a letter which appeared in the columns of the *WORLD* last week:—

... "after the Massachusetts Club had made their nomination. (For virtually, the nomination is theirs alone.)"

For the benefit of the wonderfully misinformed person who wrote the above, and of any who may have read and believed the statement in parenthesis, I will briefly state the facts in the matter.

The Boston Bicycle Club and the Massachusetts Bicycle Club some time since received letters from one of the most prominent wheelmen in the State, and one not connected with either club or even a resident of Boston, earnestly urging the two clubs to confer together and unite on a joint State ticket for League officers, but stipulating that his name be not put in nomination. Neither club had, up to that time, made any move in that direction, and probably neither would have sent out any ticket. In compliance, however, with this request, the regularly authorized committees of the clubs met, conferred together, and unanimously agreed upon the ticket which has been published in the *WORLD*, and which consists of, for chief consul, Mr. Hill; for representatives, Messrs. Clark, Parsons, Ducker, and Webber. Every name on that ticket was unanimously adopted. This meeting was held in the rooms of the Boston Club, and, owing to a coincidence of circumstances, there were two or three Boston men present to each Massachusetts man. The meeting was so harmonious that I think it would puzzle any one of us who were present to remember the particular individuals who nominated the separate names for officers. The ticket is in every respect the joint ticket of the two clubs, as every one knows who was present, and as every reader of the *WORLD* who saw the official signatures of the two secretaries ought to know. If your correspondent still thinks that the nomination is "virtually" that of the Massachusetts Club alone I must credit him with an exceedingly powerful imagination.

HENRY W. WILLIAMS,
Pres. Mass Bi. Club.

Boston, 7 April, 1883.

[The above ticket received the official indorsement of the two clubs, as stated by our correspondent. The election being over, this correspondence must now cease. — ED.]

Murray or Slee.

Editor Bicycling World:—Referring to the matter of Murray and Slee's fancy riding contest, I respectfully suggest that

any persons guilty of making such an arrangement as that asserted by your correspondent, "R. F. F.," should be forever barred from participation in any contest held under the auspices of any bicycle club or organization whatever. This would also apply to the arrangements said to have been made in the race(?) between Prince and Woodside in New York.

This whole business of races and contests is demoralizing enough at best, but when arrangements are entered into between contestants and their backers by which results are determined in advance the matter becomes very much like swindling, and when *judges* are parties to such arrangements, the swindle becomes pronounced. Of course I have no sympathy for the fools who lose their money betting on such affairs. Serves them right. If they did not gamble they would not lose.

Mind, I don't say the charges are true in either of the cases mentioned. I know nothing about that. I only say that *if* they are true the parties to such arrangements should be barred from all participation in future contests under respectable auspices.

Whether they are true or not, the fact that they can be openly made is sufficient proof of the correctness of my original position, viz.: That races and contests of all kinds, on the result of which wagers can be laid, are thoroughly demoralizing, and lead by a natural course to gambling, jockeying, swindling, "envy, hatred, malice, and all uncharitableness." Let us leave this kind of thing to the "professional sports."

CYCLOS.

Editor Bicycling World:—The communication signed "R. F. F.," regarding the Murray-Slee contest, which appeared in last week's *WORLD*, leads me to ask that you will please state that in acting as Slee's judge at said contest *I was not aware of its being a 'snide' contest, and acted throughout in good faith.*

I knew the first contest was "agreed" upon, but was informed that as it was impracticable to carry out the programme, of three contests, as mentioned by "R. F. F.," that this last contest was to have been a *bona fide* endeavor to ascertain the better rider.

A slight mistake was made by the reporter of the contest to the *WORLD*, when he said that the points for grace, had they been allowed, would have made a *tie*. Had they been allowed, as agreed upon *prior* to the contest, Mr. Slee would have been three points ahead of Murray at the finish, *stands* and all.

Very truly yours,

SAM H. SHRIVER.

[This correspondence must now cease. ED.]

The L. A. W. in Massachusetts.

Editor Bicycling World:—Electioneering arts are many and various. As in love and war, everything is fair ac-

cording to some notions, and certainly it is wonderfully easy for the average sensible wheelman to become possessed by the most violent prejudices under the stimulus of partisan feeling. For the well-being of the League it is the duty of members in filling an office to seek the best candidate available, and then to espouse his cause with spirit. We are expected to make the most of his merits, and to see that voters are not left in ignorance of his special claims to their support. But in so doing it is not necessary to look upon every other candidate as an interloper whose first modest advances are an unlawful trespass. People in general, and wheelmen in particular, are disposed to consider equal rights to all honest preferences in such matters, and any breach of etiquette in this direction is sure to work injury to the cause of the party involved. It is also a questionable policy to pour contempt upon a generally respected administration that is still in office, even for the purpose of influencing votes. The League suffers by it, while the aggressor is no gainer by a proceeding of this sort.

As the active contest is now past, it is just as well to let bygones be bygones, but in view of repeated hints, not too obscurely worded, of disaffection in the ranks of the Massachusetts Division, I cannot refrain from a word of remonstrance. I will only say that a large correspondence from all portions of the State, much of it of a personal nature, has afforded me only the most gratifying tokens of the sentiment of Massachusetts wheelmen towards the League, and I can congratulate my associates of the executive board upon being able to retire from office with the hearty good will of the Massachusetts Division. If membership is any criterion of success we may be excused for feeling a little proud of a record which shows an addition of nearly forty per cent to the paid-up roll of the division since entering upon our official duties. This growth is all the more significant from its taking place during the last half of the League year, when there is usually a cessation of interest in 'cycling, and when prospective Leaguers are inclined to wait for the new year to begin from economical considerations. By counting, also, the large number whose names are promised immediately after 30 May, a still more satisfactory exhibit could be made, so that we feel that the new board will come into office under most favorable auspices. The best informed among the wheelmen of this State well know that the present interest in League matters is due to the united efforts of the leading clubs of the State, and that no one club can justly claim credit for the result. A glance at the list of Massachusetts consuls will make this point clear by showing where the working element of the division is derived from. Without attempting to divine the motive which suggested the challenges lately published, I send these simple facts for the enlightenment of any

readers who may be ignorant of the true position of affairs. FRED. S. PRATT,
Mass. Chief Consul L. A. W.
WORCESTER, 7 April, 1883.

A Dangerous Crossing.

Editor Bicycling World:—I wish to call attention to the condition of the Boston and Albany Railroad crossing at Allston. The earth between the tracks has fallen away, leaving a fall of two or three inches on each side of the rails. This makes the crossing very dangerous, and at night it would be nearly impossible to cross in safety. It is to be hoped that this state of affairs will soon be bettered, but till this occurs great care must be taken in crossing.

I am, sir, your obedient servant,
ELIOT NORTON, *H. B. C.*

Another Protest.

Editor Bicycling World:—By what right is the date of the League Meet changed? Rule 9 provides that there shall be an annual business meeting of the League on 30 May, and no change can be made in the rules unless notice is given by mail or otherwise to every member of the board of officers. I have seen no notice of changes; true, the rule has been altered, but I understand that as altered it takes effect at the beginning of the League year, and if it should go into effect at once it would not cover the point, because two months' notice before 15 May is necessary. Thirty May was chosen as the time for the Meet, inasmuch as a larger body of wheelmen could attend than on any other day. I must protest against any such arbitrary action by a bare quorum of the board of officers. Such centralization and assumption of power on their part will tend to bring the League into less and less favor among wheelmen. If the Meet were held at the regular time (Wednesday, 30 May), a number of members could stop in New York until the following Saturday for the purpose of seeing the League championship race. Yours truly,

LEAGUE NO. C. 1381. F. M. GILLEY.

Newton Club Annual.

This club sat down to its first annual dinner at Young's Hotel, Tuesday evening, 10 April. After an hour or more had been spent in discussing an excellent menu, President Clark called the company to order. Speeches were made by Mayor Ellison, H. W. Williams, Massachusetts Bicycle Club, E. C. Hodges, Boston Bicycle Club, F. W. Weston, Cyclists' Touring Club, J. S. Dean, BICYCLING WORLD, and several of the members. The affair was informal and exceedingly pleasant. At its meeting, previous to the dinner, the club elected the following officers for the ensuing year: President, C. L. Clark; captain, J. C. Elms, Jr.; first lieutenant, H. M. Saben; second lieutenant, F. H. Whiton; secretary and treasurer, P. L. Aubin; club committee, president, captain, secretary, and treasurer *ex officio*, and F. Morris and G. T. Allen.

LEAGUE OF AMERICAN WHEELMEN.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., protom.*
CLEVELAND B. CLUB: Add.
3535 Frank Bill, 319 Pearl street, Cleveland, Ohio.
3536 Fred. S. Horton, 743 Euclid avenue, " "
3537 Everett Marshall, 965 Euclid avenue, " "
3538 Ben. F. Wade, 17 Cheshire street, " "
ELMIRA B. CLUB: Add.
3539 James Wise, Elmira, N. Y.
NEW YORK B. CLUB: Add.
3544 Frank W. Kitching, 94 Reade street, New York.
3545 J. Oswald Jimenis, 114 Wall street, " "
3546 J. C. Mott, 118 Warren street, " "
UNATTACHED:
3540 Harold W. Hartford, Watertown, " "
3541 F. A. Sherman, " "
3542 F. H. Muhlenberg, Reading, Pa.
3543 Chas. G. Willson, " "
CORRECTIONS:
3475 Edward S. Walker, 8 Vinton street, South Boston, Mass.
HARLEM WHEELMEN:
3547 Andrew A. Knowles, Harlem, N. Y.

APPOINTMENTS.—Chief consuls: Abram M. Hill, New Orleans, La.; Charles B. Ott, Wheeling, West Va.; W. L. Bates, Topeka, Kan. Yours truly,
W. H. MILLER, *Pres. L. A. W.*
COLUMBUS, OHIO, 1 April, 1883.

Transportation.

To the Railroad Committee.—Referring to the report of the committee's work, the roads mentioned have issued general instructions to all their station baggage men, and other roads are pending further negotiations. There are some railways that will grant permits only upon personal application at their general offices. This practically shuts out wheelmen who are outside of the cities where the general offices are located. Pending the consummation of our plans it will be necessary in many cases for wheelmen to apply to the nearest member of the committee for permits. It will be well for the committee, therefore, to be prepared to respond to these requests at once, and, if unable to attend to the same promptly, notify the chairman by wire if the case is urgent. B. B. AYERS.

THE Flint and Pere Marquette Railroad will carry bicycles free of charge.

B. B. AYERS, *Chairman.*

CHICAGO, Burlington, and Quincy Railroad; Chicago, and Iowa Railroad; Kansas City, St. Joseph and Council Bluffs Railroad, will transport bicycles free of charge. B. B. AYERS, *Chairman.*

CYCLISTS' TOURING CLUB

APPLICATIONS.—G. E. Chandler, 83 Devonshire street, Boston; A. L. Atkins, 86 Appleton street, Boston; F. C. Thomas, 15 Cortland street, New York City; T. C. Smith, 40 Warren street, New York City.

RENEWALS.—Gilbert E. Goddard, 430 California street, San Francisco, Cal.; C. H. Jenkins, 422 Fourth avenue, Louisville, Ky.

APPOINTMENTS.—Hotel at the club tariff, the City Hotel, Hartford, Conn. Consul for Newton, Mass., Adams D. Claffin, of Newtonville.

THE NEW UNIFORM.—As the estimates for the supply of the above are not all in, the promised full particulars as to prices, etc., must be postponed until the next issue of this paper.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

WILL. ROSE.—Write to Corresponding Secretary Sholes re League certificate.

BURELEY B. AYERS.—We can hardly spare the room to keep the matter standing, but will insert them in the supplement to our special number.

INQUIRER.—If to be used by a gentleman only, get one of the central-gear. If a lady is to ride it at all the side-gear machine must be used.

SMYTHE.—Yes. We like the appearance of the ma-

chine you refer to very much. See last week's issue for full description of the Victor Rotary tricycle. The price will be \$150. The price of the Columbia has been announced as \$180. We understand it will be increased \$10.

F. A. A. — We should prefer rat-traps by all means.

C. T. C. — A good black leather shoe is decidedly the best. The most comfortable shoe is one which laces right down to the toe. You must have a good tongue fitted to keep the dust out.

Hugo. — The best tricycle records have been made on the Humber and Coventry Rotary.

Louis. — The general impression seems to be that a front-steerer is the best, though there are many very good rear-steerers made. Some of the latter have the chain brought well back under the seat, so that a vertical thrust can be obtained without taking the weight off the steering wheel. The front-steerer is the best of the two in descending hills.

S. 42. — We should not advise you to go higher than a 56.

TOM. HARRISON. — See last week's issue for information regarding trunks.

CHICAGO. — The rim of the front wheel is the point to be observed in deciding a bicycle race. The start should be made with the front wheel resting on the scratch line. We should say the driving wheel of the Star should correspond in each instance to the front wheel of the ordinary crank machine.

FIXTURES

Friday, 13 April:

Kings County Wheelmen's annual dinner.

Cincinnati, race tournament to-day and to-morrow.

Saturday, 14 April:

Boston Bicycle Club headquarters, 10.30, to Cobb's.

Boston Ramblers headquarters, 2.30, to Hyde Park.

Casino, bicyclists' day after 2 P. M.

Monday, 16 April:

Milwaukee Club, business meeting.

Wednesday, 18 April:

Meriden Wheel Club, first annual exhibition and ball.

Saturday, 21 April:

Boston Ramblers headquarters, 2.30, to Andover.

Boston Bicycle Club headquarters, 3 o'clock, to Milton.

Sunday, 22 April:

Boston Ramblers headquarters, 10 o'clock, to Canton.

Boston Bicycle Club headquarters, 2.30, run, place to be decided on.

Saturday, 28 April:

Boston Bicycle Club headquarters, 4 o'clock, to Chestnut Hill.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 50-inch Light Harvard Roadster; in excellent condition; has been in very careful use; all nickelled, except spokes. Address WM. STONE, 2 Phillips Place, Cambridge, Mass. Price \$75.

BICYCLE FOR SALE. — A 50-inch Standard Columbia; full-nickelled; ball bearings to front wheel, with hub light and gong; all as good as new; price \$85. WALTER S. FROST, 2389 Washington street, Boston.

FOR SALE. — A 50-inch Special Columbia, silver plated back-bone, black painted felloe, heavy gold stripe, balance of wheel nickelled; silver plating and painting have been done this season; wheel has had one year's use by light-weight rider; H. & T. bell, McDonnell cyclometer, nickelled Pope hub lamp go with machine; all in A 1 condition; price \$100. Address W. L. Peters, 591 N. High street, Columbus, Ohio.

FOR SALE. — Second-hand bicycles. A 54-inch B. B. Columbia, \$85; a 52-inch D. H. F. Premier, nickelled, \$100; a 48-inch Standard Columbia (cone by.), \$60; all in excellent condition. GARVEY'S BICYCLE AGENCY, 212 N. 12th street, St. Louis.

FOR SALE. — A 54-inch Standard Columbia; full-nickelled and ball bearing; in first-class order; shows wear but little; for price and particulars address W. C. AXTELL, Gardner, Mass.

FOR SALE, \$30. — A Hecla bicycle, 42-inch; good as new; reason for selling, too small; bicycle has 6-inch cranks, brake, saddle-bag, oil-can, tools, etc. Address HARRY H. BROWN, Wappinger's Falls, N. Y.

TRICYCLE FOR SALE. — A Coventry Rotary; half of convertible; balls to all wheels, and pedals, adjustable handles, dress-guard, saddle; used but little; purchaser can at any time order other half, and have a Sociable. Address H., this office.

FOR SALE. — A Harvard Tricycle, in first-class order; now having a coat of enamel put on; will sell for \$100. W. W. STALL, Brighton, Mass.

TRICYCLE WANTED. — Give perfect description and state lowest cash price, how long in use. Address GUMP BROS., Dayton, Ohio.

ROYAL SALVO SOCIABLE. — FOR SALE. Silver plated and in good order. Price, \$135. Will take a bicycle in exchange. GUMP BROS., Dayton, Ohio.

FOR SALE. — A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

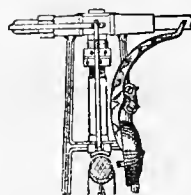
TO RACING MEN. — A 55-inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

Western Adventures of a Bicycle Tourist.

An interesting and spicy history of Will Rose's trip "on the wheel" from Danville, Ill., to Cheyenne City, W. T., with full particulars of the roads through Illinois, Iowa, Nebraska, and part of Wyoming. Full of fun and interest to Bicyclers. Illustrated. Just out. Price, 20 cents. Ten copies, \$1.50.

WILL ROSE, "Wheelman," Danville, Ill.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmes, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty-five cents by mail. E. C. HODGES & CO.

THE WHEELMAN. ONLY \$1.25.

I will take yearly subscriptions for this most popular and interesting Bicycling Journal for the above rate. Publisher's price, \$2.00. Don't fail to send address for free specimen copy to

J. O. WHITEMORE, Fairfield, Me.

PERFECTION BICYCLE LOCK.



Pat. applied for.

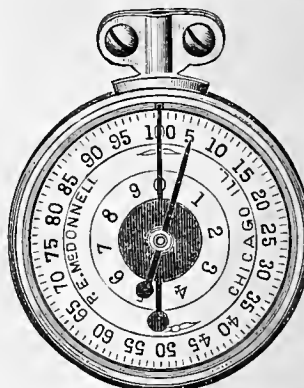
No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Hasp so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

Price, \$1.75; nickelled, \$2.00.

Sent postpaid on receipt of price. Liberal discount to trade.

H. M. STILLWELL,
149 STATE STREET,
ROCHESTER, N. Y.

A CYCLOMETER



For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolute.

ly water and air tight. The cut is exact size of instrument, which weighs only 2 1/2 oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.

108 Madison St. . . CHICAGO.

For Sale by Dealers Generally.



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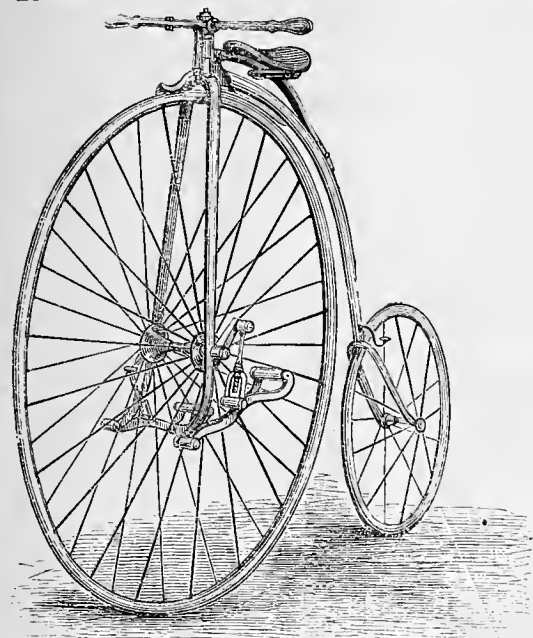
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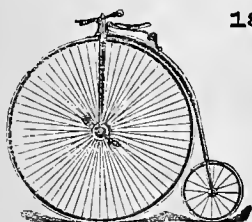
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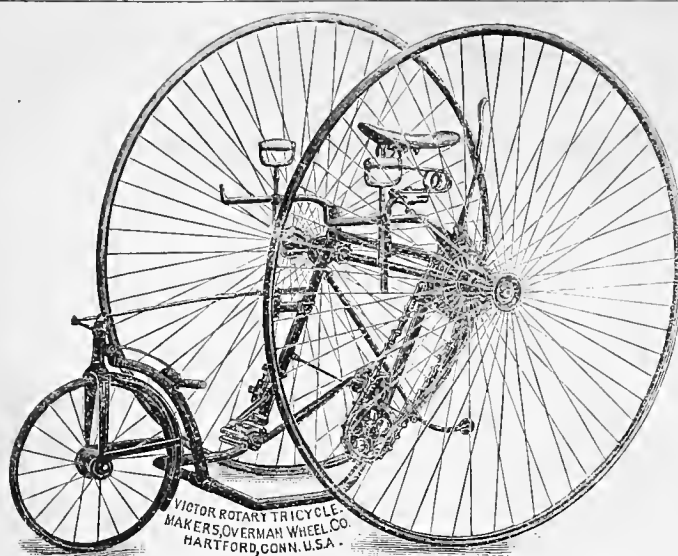
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SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the *World* can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.



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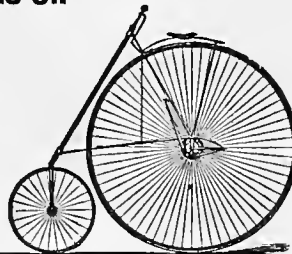
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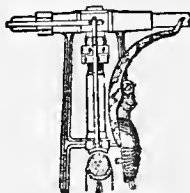
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J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass

BOSTON, 20 APRIL, 1883.

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AN IMPORTANT DECISION.

IN our issue of 3 November, 1882, we stated that, "Notwithstanding the recently-stated result of the Pope-Harrington suit in New York, we still believe the Pope Manufacturing Company have no valid claim to their monopoly of manufacture under the 'Lallement' patent." That we were right in our opinion is shown by the following, taken from the *Federal Reporter*:—

POPE MANUFACTURING COMPANY v. MARQUA, et als.,
CIRCUIT COURT, S. D., OHIO, W. D., 5 MARCH, 1883.

In equity suits on reissues Nos. 7,972 and 8,252 for improvements in velocipedes. The original patents were Nos. 59,915 and 46,705, respectively.

Coburn & Thacher for complainant.

Stem & Peck and Wood & Boyd for respondents.

BAXTER, J. This is a bill to restrain further and recover for past infringement on two reissued patents. The original of one of them was issued 7 March, 1865, and was reissued 28 May, 1878. The original of the other was reissued 20 December, 1866, and was reissued 27 November, 1877. The bill is demurred to.

Complainant fails to show by his bill that the two inventions, alleged to have been infringed, are capable of conjoint use, or that they have in fact been so used by defendant. For want of this averment it is insisted that the bill is multifarious, etc.: 3 Fisher, 63; 6 Fisher, 286; and 7 Fed. Rep. 354-5.

I am inclined to think the demurrer is well taken. But in view of another question raised by the demurrer which is clearly fatal, I have not fully considered, nor have I deemed it necessary to decide whether the bill is or is not multifarious. One of the patents was reissued thirteen and the other eleven years after the original.

The right to this reissue has been abandoned and lost by unreasonable delay. *Banta v. Frantz*, 105 U. S., 160, and *Miller v. Bridgeport Brass Co.*, 104 U. S., 350, decided at the last term of the United States Supreme Court.

THE REISSUED LETTERS SUED ON ARE THEREFORE INVALID. COMPLAINANT'S BILL WILL BE DISMISSED WITH COSTS.

The original issue of Lallement's patent, as stated in the Patent Office Report, 1866, Vol. 2, page 1466, was as follows:—

No. 59,915, Pierre Lallement, Paris, France, assignor to himself and James Carrol, New Haven, Conn., *velocipede*, 20 November, 1866. The fore-wheel is axled in the jaws of a depending bar, which is pivoted in the frame and turned by a longitudinal lever-bar. This wheel is revolved by a treadle-crank.

Claim.—The combination and arrangement of the two wheels A and B provided with the treadles F and the guiding arms D so as to operate substantially as and for the purpose herein set forth.

The reissue covered much more than the original patent, and was as follows:—

7,972. *Velocipedes*. Henry M. Richardson and Geo. McKee, Boston, Mass., assignees by mesne assignments of Pierre Lallement, patent, No. 59,915, dated 20 November, 1866; filed 26 October, 1877.

1. In a velocipede, a pivoted frame at the forward end of the axle connecting a seat, supporting bar, a driven wheel, and its fixed axle supported therein, said axle being provided with oppositely-projecting crank adapted to be trod by the feet of the operator to propel the velocipede, substantially as described.

2. In a velocipede having a seat fixed with relation to the axles, the combination with such a fixed seat of a forward wheel, its cranked axle and arms to support the forward axle, said arms being pivoted in the fixed seat or bar to permit it to be changed in position to turn the wheel to the right or left, to change the direction as described.

3. In combination, a fixed saddle-seat, a forward driver wheel, and its axle provided with cranks at each side, the wheel's arms to support the axle, and handles to turn the arms and wheel to the right or left of a line drawn longitudinally through the fixed saddle-seat substantially as described.

4. In combination, a forward driver wheel, an axle provided on each side of such wheel, with a crank and treadles or foot-rests connected with such cranks, and balanced to remain in an upright position.

5. In combination, the two wheels A and B arranged as in front of the other, the cranked axle A, the treadles, the guiding arms to operate substantially as and for the purpose described.—*Official Gazette*.

It is unnecessary for us to state more. Our opinion in regard to these patents has been sustained by Judge Baxter. There is a constantly increasing interest felt in this matter, and possibly other patents on bicycles which are a burden to American 'cyclers would be found invalid if they were contested.

IN order to keep our readers posted

on what the dealers are doing, we make occasional calls upon them and pick up such scraps of information as we think of general interest. The Cunningham Company has shown us a Harvard which is quite an improvement over last year's machine, and it will rank among the first-class mounts. The rear fork is semi-hollow and "diamonded." The handle-bar is detachable and held in place by an ingenious method which strikes us as an improvement over the usual one of screwing the handle into the lugs. It consists of two neat nutted collars, threaded on the inside with right and left-hand screws, which draw the handle-bars in place and hold them secure. The bars are dropped in the usual manner. A modification of the Andrews head is used. The bearings to both wheels have been improved, and the perforated collar to front bearing done away with. The grooved steel collar on which the balls run is fastened to the axle by the same key which secures the hub flanges, so that there is practically no liability of its coming loose, as is the case with collars put on in the common way. The spring is severed from metallic connection and seems very easy. An improved form of Hughes's adjustable step will be fitted if desired. It is the lightest and most easily adjusted step we have seen. We have used one and find it just the thing for racing machines, as it can be removed in a moment. We are not in a position to state whether any extra charge will be made for these improvements, and would advise our readers to correspond with the dealers in regard to them.

THE Overman Wheel Company have a new method of compressing rubber tires into the felloes, which they will use on their Victor tricycle. It does away with cement and the necessity of stretching the rubber on to the rim. We have examined a wheel fitted with this tire and found it impossible to start it by any amount of pulling and twisting. The rubber will tear before the fastening will give. We have before us a piece of tire torn apart in an attempt to force it from the rim. Of course time alone can prove whether it be good or not, but we are favorably impressed with what we have seen and the result of the tests we subjected it to. As the tire is not stretched on, there is much less liability for cuts to gape open. At our suggestion the Over-

man Wheel Company have placed the L seat-rod on their tricycle, so that a more vertical thrust is obtained.

THERE seems to be an epidemic broken out which may be fitly termed anti-bicycliphobia, and the worst of it is, it seems to have taken a virulent and malevolent form. Several cases of bicyclists having been maliciously run down by drivers of horses have come to our notice of late.

OCCASIONALLY we learn of these rascals being brought to terms by the bicyclist. When we hear of such cases our heart is rejoiced and we mentally sing pæans of joy and gladness. 'T is a sorrowful fact, however, that nine tenths of these contemptible assaults pass unpunished and even unnoticed.

GIVEN a case of this kind, where malice aforethought or unlawful driving could be established beyond a peradventure, what a grand opportunity would this be for the League to show rascals of their peculiar kidney that there is *law* in the land for such as they.

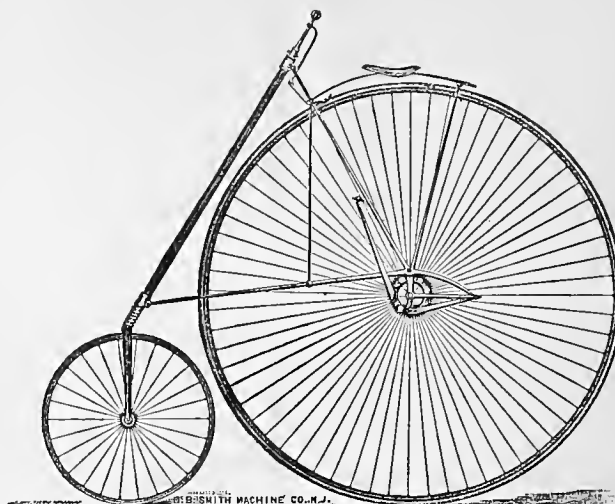
WE would respectfully ask what better purpose the funds of the League could be put to than this? The results as far as increased membership and a general revivification of interest in the national organization would be undoubted, to say nothing of the back-hander it would give to these would-be bicyclist-annihilators.

WHAT next? In the new opera of "Pounce & Co.," to be brought out in Boston, shortly, the prima tenor will represent the captain of a bicycle club, and "will render some capital songs appropriate to the sport," also the "opera contains several rousing choruses to be sung by the club."

Responsibility for Damage to Hired Machines.

T. W. LAWFORD sued Dr. Pennington (both of Baltimore) for \$21 for breaking the steering head of a 52-inch Arab, hired by plaintiff to defendant last summer for a month's tour. B. H. Haman, counsel for plaintiff, held that while in possession of the bicycle the defendant must be as responsible for it as if it were his own, and return it in as good condition as he received it. E. Busey, for defendant, argued that a machine that would break down in the course of ordinary travel was unsafe, and the hirer liable for damages should any accident have occurred to the rider. N. T. Slee, as witness for plaintiff, deposed to being a bicycle machinist in the employ of Foster & Co., and that the bicycle in question had been in his charge since its importation, that it was almost new and in good order, and that the defendant must have abused the machine, or taken some very bad "headers" to break it in that manner. Dr. Williams, for defendant, testified to accompanying Pennington on the tour in question and as to his care of the machine. After some argument the magistrate decided in favor of defendant, and M. Haman will carry it to a higher court.

THE AMERICAN STAR.



The American Star Bicycle.

MADE BY THE H. B. SMITH MACHINE COMPANY, SMITHVILLE, N. J.

THE American Star bicycle of to-day, though it retains the form of the first machine of the kind, is so much improved and is becoming such a favorite among riders of the wheel that it cannot be denied a prominent place among the better class of machines. To note the details of the mechanism, and to correct many erroneous impressions that have gone abroad is the purpose of this article.

The machine was patented by Mr. G. W. Pressey, 26 October and 23 November, 1880, and the principles embodied in the patents are the gist of the present machine. In presenting this description to the readers of THE BICYCLING WORLD, we do so with no little feeling of pride that it relates to an American invention, a machine that was developed and perfected in this country, and by American labor and brains. Old forms of mechanism are in some instances used, but the principles of the machine are purely American, and it is certainly a great departure from English or crank machines. As first designed, the treadles were pivoted or fulcrumed before the driving drum. The change to bringing them behind relieves the spindles from any weight while being operated, as the hinged ends of the levers lift up while the foot ends are being depressed, and the rider practically stands on the rolling side of the wheel. And this pivotal fulcrum is now placed behind in a line horizontal with the spindle, so that the heel of the foot will pass the driving drum and the foot end curve backward directly under the rider, so that he will stand erectly when his limbs are straight, and in which position he has greatest power. The pedals are generally made as shown in the engraving, and have the

advantage of being simple and light, and those using them are entirely satisfied, but crank riders who have been converted to the Star sometimes prefer the rocking rubber-bar pedal, which the makers now supply. They also make a combined rat-trap pedal, which rocks. The rubber may be removed for racing. The levers are provided with two pins upon which to hook the driving belt; one is for power and the other is for speed. They have also designed an ingenious "changeable power trap," by which the pin upon which the driving belt is hooked is made to swing or pivot forwards or backwards, and is operated by a slight touch of the toe of the rider without dismounting. A machine with this changeable power trap was on exhibition at the Cincinnati Exposition last September, and the same machine was ridden by Major Hall, at Washington, D. C., during the meet there last November. This power trap has been perfected under different modifications, and is applicable to any kind of vehicle driven by levers.

The framing of the machine has also been improved, and now each side is made solid — that is, in one piece — and are secured to the front bar by improved clips; and the connections at the hub through the spindle and cullets have been improved. The company expect, in due time, to make light hollow frames for racing machines, but of course such machine, like all other hollow-framed bicycles, will not withstand severe accident.

The greatest improvements that have been made are in the wheel itself. The Star machine is capable of going over logs and the roughest kind of roads, and as Star riders are wont to test such capability, the strain is very great on the wheel. The first machines — some two hundred — sent out had Columbia or U V rims, but had to be replaced with a new rim, and also, perhaps seventy, In-

vincible rims, which were hollow, and nine-tenths of them had to be replaced. This experiment cost a good deal of time and money, but had the result to bring about a new rim, as shown by Figs. 1, 2, and 3. They are whole size, and since their adoption have never had a buckled wheel.

In the original machines there was considerable trouble with the tires, which were continually stripping off. To obviate this, the rounded form and groove were done away with, and the square seated form substituted, as shown in the accompanying engravings. When rubber is stretched tightly on the rim it will not wear well or withstand cuts. To secure immunity from these troubles

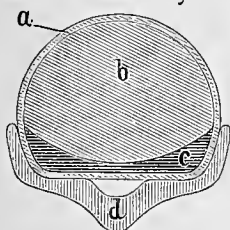


Fig. 1.

a contractile base of hard rubber *c* is used, which serves to keep the tire in place with very little stretch to the exterior. The tire is surrounded by a tough coating *a* that will resist wear and cuts, while the interior *b* is soft rubber and quite elastic. Three sizes of rims are made, Fig. 1 being for regular road riding and cobble-stones; Fig. 2 for park and smooth riding, and being light enough for racing; and Fig. 3 is used for the small wheel.

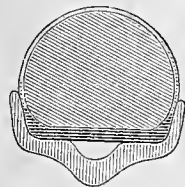


Fig. 2.

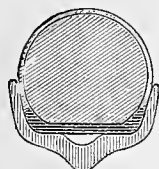


Fig. 3.

Those who have tested this rim and tire speak highly of both, and there certainly seems no reason why they should not add greatly to the durability of the machine. They are an improvement which meet the desires of some of our correspondents who rode the old style.

The spokes are double butt-ended, drawn by special machinery, so that the virgin strength of the material is retained. We have on our desk a sample of the solid drawn spoke, and, judging from the manner in which it has been twisted, we should say that it is very tough. After the first couple of machines the hair-pin spoke was discarded and double butt-ended spokes used. At first they were upset so as to enlarge the ends, but this was found to destroy the strength of the material, so that the present method of drawing them was resorted to. The present spoke is made of fine steel wire just the size of the large ends, the interior being drawn. The size of the spoke (except as to length) is shown in the cut.



The spokes are screwed into the hubs in the manner the French have done for many years and are made straight and tangential, but preferably the former. The brake as shown in the illustration has given good satisfaction and is the style generally made, but a number of other plans to meet the different ideas of riders have been devised, and we may illustrate some of them at a future time. The brake as shown is very effective, and when kept packed is almost noiseless.

As the tendency of all riders is towards some coating for their machine besides paint and nickel, the makers of the Star have been experimenting with a new rubber enamel which is said to be quite indestructible, impervious to water, and will stand three hundred degrees of heat. We will advise the readers of THE BICYCLING WORLD of the progress made with this enamel. The makers of this machine, of course, have every confidence in it, and in their circular state plainly that "the workmanship and entire practicability of the machine are fully guaranteed."

WHAT THE RIDERS OF THE STAR SAY ABOUT THE MACHINE.

There has existed among the riders of the crank machine a good deal of unreasonable prejudice against this wheel. Some anti-Star men who have never ridden anything but the ordinary bicycle have written foolish letters to the 'cycling press, condemning it in wholesale terms, and advancing arguments and theories entirely the fruit of their imaginative brains. The first question which is always raised is regarding the tendency of the Star to tip up in front, especially when ascending hills. That the Star can be tipped up there is no doubt. And, indeed, so can a front-steering tricycle like the National, as we learned from conversation with a gentleman a few days since, who had had his tricycle turn a complete somersault backwards. In neither, however, is there any practical danger in this respect. One of our correspondents, who lives in a very hilly country, writes on this point: "I find no tendency to tip up in front in going up hill, as I then stand on my pedals, thus throwing the centre of gravity forward and downward, while bringing my whole weight to bear in overcoming the grade." . . . "I have ridden up hills till they became so steep as to bring me to a dead stop, but never tended to fall backwards. While in motion momentum prevents it. When near or at a standstill, what harm if you should? You then land on your feet." And another correspondent, who is an old and expert rider of the crank machine, says: "There is little or no tendency to tip backward going up hill, and what there is is more easily overcome than the tendency to pitch forward in going down

hill on old style." And another gentleman, principal of an institute, and between forty and fifty years of age, writes: "Have never found the least tendency to 'tip up' going up hill. Of course the saddle may be put so far back as to make this liable." From this we may conclude that if the saddle is properly adjusted there is little if any liability to be upset backwards. One of the greatest departures from the old style of machine is the use of levers, and this suggests a query whether or not they are as efficient and easy as the rotary motion. A rider of the Star and an old rider of the crank machine writes in reply to our question on this point: "The levers are a decided improvement over the crank, although I have very little fault to find with the rotary motion of the crank. The exact difference in amount of labor is very difficult to estimate, as neither are tiresome, but the up-and-down motion, bringing into play fewer muscles, has theoretically the advantage, all else being equal. But all else is not equal, as they have numerous advantages, over the crank. They move almost in a vertical line, hence your weight is directly over pedal all the time, and your full force is used to advantage the whole length of the stroke.

. . . With lever you can take any length or kind of stroke you wish, from one-half inch to full length of leg. The power necessary to coil spring on lever is not wasted, as is generally supposed, but is returned to the foot on up stroke. . . . The next great advantage the lever has over the crank lies in the fact that you are at liberty to rest your feet and utilize momentum. . . . In bad places you can use both feet together with full weight and recover almost instantly. In a day's run the variety of strokes and frequent rests make a great difference in the number of miles travelled and feelings of rider at end of journey." The feet are somewhat closer together than on the ordinary bicycle, which may be accounted as of some advantage. We have other letters sustaining the above opinion, but it is unnecessary to say more on this point.

To riders of the ordinary machine the shortness of the handle-bar suggests inefficient steering, but the makers and riders of the Star seem to think there is no necessity of increasing it, as the steering is quite easy. There would also be one disadvantage in a longer bar, as it turns completely around, as on the socket-head machine, and must be short enough to clear the rider's body. We have strong testimony as to the hill-climbing capabilities of the Star, and many of our correspondents claim it as superior to the crank machine in this respect. Greater leverage can be obtained by the new power trap, as described above. A short time ago a correspondent in one of our esteemed contemporaries, in writing against the Star, asserted that if one should fall in turning it would be on the outside of the circle. This, we think, is a mistake, as the tendency of anything

in motion is to lean towards the inside of the circle in turning. On this particular machine the riders of it say that there is no liability to fall on the outside.

Space forbids us going more fully into the subject. We do not think the Star will ever supplant the ordinary bicycle, but if it will induce any one to wheel who would not but for the safety of this machine, it is entitled to recognition. If the riders of the Star can be believed, and those we have corresponded with furnish good credentials, the machine is a safe, practicable, and well-made bicycle, as good for ordinary road riding as any other, and possessing some peculiar merits. It is easy, on account of its long spring, and there is none of that vibration sometimes felt from the backbone of the ordinary machine. The more competition and machines we have to choose from the better, and we are glad that the American Star has secured a place among us. If this article will remove any of the prejudice which has existed against it we shall feel that we have done right in devoting so much space to a machine which has been sneered at by many.

Park Privileges.

At a meeting of the public park commissioners on Wednesday, 11th inst., the following resolution was passed:—

Resolved,—That bicycles be admitted in Druid Hill park, with the understanding that they be confined to the paths between 3 P. M. and dusk.

This action was taken in consideration of a petition from the Maryland Bicycle Club and the personal efforts of its president and other officers. We have thus nearly regained all the privileges lost through an unfortunate occurrence last season by which a lady was injured and a carriage damaged. But in this case, as in many similar ones, the bicycles were not to blame, it being the racing of two buggies; though it took some time to prove this to the public opinion, and, in the excitement created at the time, the park board rescinded the order giving us almost unrestricted freedom in the park, which had been in force only a few weeks, though since they have recognized the injustice done us, and we feel confident that before this season closes all restrictions will be removed.

MARYLAND.

An Invitation.

If Sunday, 27 May, is a pleasant day, I would suggest to all riders who intend to be in attendance at L. A. W. Meet to spend Sunday with the New York riders, who will gladly show them some of our fine rides,—one in particular, to Yonkers, over roads that would gladden any bicyclist's heart. Each way they can have three *grand* coasts that will make their blood tingle. I would suggest that New York State men come prepared to start our State Division with a boom that will know no cessation. Consul Beckwith is doing good hard work preparing for forming the State Division;

let us all show him he has no laggards in the ranks; let us lead all; place the Empire State at the *head* of the list in point of numbers; let every consul appointed by the genial doctor be on hand 28 May, to show him he has appointed the *'right men'*, who intend interesting riders in their districts to become members, and by their influence every *new* rider of the "silent steed." There is no reason why the L. A. W. should not number five thousand members; this city alone should have five to seven hundred. The influence of the Meet being held here cannot fail to induce hundreds of new men to become riders. We already begin to feel the effect of our polite request to ride in Central Park; one thing certain, *the press* are with us. We must succeed in showing New York horsemen that bicyclers are men, not boys, that our steed is for practical use, *not* a toy; that *it* has come to *stay*, and they might as well get used to it *FIRST* as *LAST*. In conclusion, would say no bicyclist who puts in an appearance at the Meet, 28 May, will *ever* regret it.

Fraternally,

WILL. R. PITMAN,
Capt. *Ixion Bi. Club*,
C. C. N. Y. City.

The Kings County Wheelmen's Annual.

The second annual dinner of this excellent club was partaken of at the rooms of the Brooklyn Bicycle Company, 13 April. A large number of invited guests graced the occasion, which was eminently successful. The post-prandial exercises were of more than ordinary interest. Speeches were made by President Hibson of the club, Alderman Dimon, James C. Eadie, Lieutenant Drake, Geo. N. Fisher, Chief-Consul Beckwith, and Fred Jenkins, of the *Wheel*.

Meeting of Massachusetts Tricyclists.

The meeting of tricycle riders of Massachusetts called by the Boston Tricycle Club at the club house of the Boston Bicycle Club, Wednesday evening, 11 April, brought together the following gentlemen: W. V. Burt, W. W. Stall, W. B. Everett, and J. S. Dean, of the Boston Tricycle Club, D. E. Devoe and J. T. Dyer, of the Massachusetts Bicycle Club, and A. W. Brigham and John Preston True. The attendance, though small, was quite encouraging, considering the weather and the fact that there are only about thirty-five trikers in this vicinity. It was decided to hold a meet of tricyclers, Wednesday, 25 April, in Trinity square, at 3 P. M., and run to Chestnut Hill reservoir, where a photograph will be taken at 4 P. M. All riders of the three-wheeler are invited to be present and participate in this, the first tricycle run in the State.

The Newton common council has appropriated \$65,000 for repairs, etc., upon the highways of this city. This liberality is what makes the Newton roads the best in the country.

RACING NEWS

Racing at Boston, Saturday, 14 April.

SATURDAY of last week was bicyclers' day at the Casino, Boston. An invitation was extended by the management to all bicyclers in the State to be present and enjoy the sports provided. A large number of wheelmen gathered from the city and suburbs. The afternoon was spent in practice riding, and in the evening three races were contested, a large number of spectators being present. The first was a three-mile race, the entries being J. H. Hughes, C. F. Haven, A. W. Fuller, and C. S. White. Fuller won first place in 11m. 26½s., Hughes being a very close second. White fell on the first lap of the third mile.

H. M. Saben, of Newton, A. Hosmer, W. O. Faulkner, of Lynn, and J. W. Wattles started in the half-mile race. Faulkner came in first in 1m. 36½s, Saben following in 1m. 38½s.

Faulkner proved so strong a rider that much was expected of the mile race in which he was to meet Burnham, of Newton. In this race they were joined by Hosmer. Faulkner took the lead, but when at about the half-distance he took a header in making a curve, and was followed to the floor by both of his competitors. All three remounted and continued the race, but in the fall Burnham bent his pedal pin and could not continue. Faulkner finished in 3m. 39s., Hosmer half a lap behind. The prizes were L. A. W. badges, first and second. Officers: Referee, Abbot Bassett; judges, C. S. Howard, G. E. Chandler; timer, A. L. Esterbrook; scorer, A. H. Forbush; clerk, A. L. Atkins. A surveyor's certificate of the length of the track, one-sixth mile, was furnished the officers. The track must be changed at the corners if fast running is hoped for. The riders found much difficulty in making the curves, hence the falls. Wilmot and Alden gave a very graceful and creditable exhibition of fancy riding to wind up the evening. Their tricks are skillfully performed and entitle them to the first place among the double fancy riders of the country.

SIX DAYS' RACE AT NEWCASTLE-ON-TYNE. — During the Easter week G. W. Waller, the long-distance professional champion, held a six days' tournament, the racing occupying eight hours a day. The races were held on a track twelve laps to the mile. The cement of which it is formed made fine going, but the number of laps caused many spells. The "show" was well attended. The following is the result of the race:—

J. W. Lamb, 695 miles 1 lap, the championship belt, value 25 guineas, and £25 in money; Wm. Parkes, 689 miles 6 laps, £12; Thos. Batlins 694 miles 4 laps, £20; Albert Peirce (colored), 610 miles 7 laps, £3; H. West, 650 miles, £8.

THE programme of the Springfield meet is not yet fully arranged, but the races will be given in classes, so that one man cannot take all the first prizes, and to more evenly match the contestants. Tuesday, 18 September, will be "professional day," when, besides the regular races, Prince and his assistant will ride twenty miles against Le Roy and his horses, Lula Von Trose will ride her twelve Indian ponies against two bicyclers, and it is hoped that a race can be arranged between Prince and Keen. Wednesday will be "college day," and Harvard, Yale, Princeton, and Trinity have already responded to their invitations to participate. The club will furnish a \$500 prize, to be selected by a committee from the colleges. The third is "championship day," when the twenty-mile race for the championship of the United States will be run for the \$1,000 Pope cup, which is now being made at Providence. There will be a display of fireworks on the park Wednesday evening, and the closing night the club will give a farewell banquet to their visitors in the City Hall. The Cycle Club, of London, have written that they will be present. Three bands will furnish music.

At the gymnasium exhibition of the Thirteenth N. Y. Regiment, at Brooklyn, 13 April, a one-mile bicycle race was run. The competitors were W. H. Hall, of the Kings County Wheelmen (a very graceful and expert bicyclist), and Mr. Bloodgood, of the same club; Messrs. W. A. Carr and E. A. Caner, of the Brooklyn Club, and the two regimental cadets, J. O'Brien and W. French. Hall took first prize in 3.20; O'Brien second.

CINCINNATI, 12 April: "The attendance at the fifth heat of the tournament at Power Hall, last evening, was quite surprising, and indicated a lively interest in the occasion. The entries for and results of races are as follows: Ten-mile race: Entries, Julian Wright, Warner Galway, and W. H. Reed. Galway won in 37m. 16s., with Reed second, in 37m. 24½s. Two-mile race: Entries, A. W. Macbriar and N. H. Pierson. Pierson won in 7m. 6½s.; Macbriar second, in 7m. 6¾s. The slow race was won by Frank Sargent, and the one-mile race by Samuel Goodman. For the fat men's race Davis and Dawson were the only entries. The winner, it was advertised, was to receive a leather medal. When a half mile had been covered, the contestants, each being credited with two innings, stopped at the judges' stand and refused to go any further until the medal was exhibited. As this could not be done, they withdrew amid great laughter and applause. Five-mile race: Entries, J. G. Kitchell, H. N. Kitchell, and Harry Hall. Hall won in 18m. 23½s." — *Cincinnati Times-Star*.

PRINCE's style of riding is not generally admired by the local wheelmen, and one officer of the club boldly told the gentleman that it was a very fortunate thing for the club that he (Prince) had not come here two years ago, as, if they

had followed the example set by him, they would be the worst riders in the country. Prince bends his back until his face is but a few inches from the handle-bar of his machine, and it is amazing how he can get any breath with his lungs so contracted, as they must necessarily be. — *Cincinnati Times-Star*.

OUR old friend Moore is going in for path honors again this year, and on 27 March won second place in a five-mile handicap from scratch. The winner had three hundred yards start, and won by fifty yards, in 16 m. 1 sec.

THE race between Prince and Le Roy will be run either at the Casino or on the Coliseum grounds. If at the latter place a large tent will be erected especially for this purpose. Woodside will probably be Prince's partner in this race.

THE Union Athletic Club intends giving bicycle races at its annual spring games, which are to be held on the Boston base-ball grounds, on 26 May.

Closing of Entries.

MAY 13.—Entries close of the annual race meeting of the Harvard Bicycle Club to F. Winthrop White, honorable secretary, 35 Holyoke Buildings, Cambridge, Mass. Entry fee, \$1 for each event.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Amendments.

Editor Bicycling World:—Will you permit me to correct an error that appeared in THE BICYCLING WORLD of last week.

The officers did *not* amend the *Constitution* of the League at their meeting at Worcester, as is stated on page 265. They certainly have no power to amend that. They simply "recommended," the changes in Section 4 and Section 5, as printed, exactly as they did a change in Section 3, as printed on page 266. The officers did not claim any right to make any alteration in the *Constitution* of the League. They simply indorsed these changes, with which endorsement they will be submitted to the annual meeting in May. The same thing was done last year. Does not this somewhat neutralize the force of your editorial on page 289, and the resolution of the Chelsea Club? The League *Constitution* is a matter for the League itself to change, if it is to be changed, but officers would be of but little use if they could not change its *rules* as experience suggested. That an appeal might be made to the full board, as provided in Rule 13, on demand of a certain number of members, whether present or not, I think should be the rule.

I would like to ask Mr. Harrison, whose letter in THE WORLD of 6 April, page 260, is suggestive and proposes a change that should be made at once.

how the plan "agreed upon by a few members of the Boston Bicycle Club" was "modified at Chicago so as to become a positive wrong." I have before me the printer's proof of the rules as agreed to "by the few members of the Boston Bicycle Club," and I fail to see that any change whatever was made in the rules as to voting. It proves to be an unjust method, but don't throw all the blame on the Chicago meeting, Brother Harrison. It took your handiwork and adopted it word for word.

"The best-laid plans" of any body of men have to be amended after practical use of them has shown their shortcomings. And may I ask you why you permit your correspondents to allude week after week, without correction from you, to the great falling off in the League membership in this State, when it is well known to you, as to every one who has given the matter the least attention, that Massachusetts *did not* have a thousand members a year ago, *never* had so many, that it was a mistake to apportion ten representatives, and that, instead of falling off, the membership has increased about forty per cent since the State Division was formed.

Yours respectfully,

ALBERT S. PARSONS.

[We cannot see that the force of our remarks is lost. The constitution of the L. A. W. embraces only four articles, which provide for its name, object, membership, and officers. No provision is made for its amendment. There are thirty-seven rules, which play as important a part in the government of the L. A. W. as the constitution does in the ordinary association. Three amendments were recommended to the constitution; nine amendments were made to the rules, to say nothing of the changes made in the racing rules. Our point would be that the constitution should include more and the rules less. We cannot see why the officers cannot change the constitution as well as the rules. Make the constitution to include more and the rules less, and let the League only have power to change the constitution.

If our correspondent will refer to our issue of 16 March he will see that we editorially announced that Massachusetts never had 1,000 members; we also stated that the membership had, of late, increased.

Our editorial of last week simply referred to the amendments made in the rules. The constitution was not mentioned, except in our report of the changes, where we put them under one heading for the sake of convenience.

In regard to Mr. Harrison's letter, it seems immaterial whether the original constitution compiled by him and others was changed or not. His argument was, that the rules as they exist at present were unjust, and he pointed out his reasons therefor. — Ed.]

WHEEL CLUB DOINGS

THE City Club, of Brockton, has adopted a seal-brown uniform, trimmed with black velvet. The club has a drill twice a week.

THE Brockton Club intend to adopt a new uniform.

THE Harvard Club adopts the English prefix to their secretary, who is known as the Hon. Sec.

THE Marshall (Mich.) Club recently elected H. E. Winsor, president; Chas. E. Gorham, secretary and treasurer, and A. H. Catclaw, captain; S. J. Burpee, E. P. Johnson, C. H. McClure, F. A. Vernor, Frank Court, and officers, *ex-officio*, committee.

THE Genesee Bicycle Club was organized at Rochester, N. Y., 3 April, the following officers being elected: President, F. D. Helmer; secretary, C. J. Connolly; treasurer, F. R. Baxter; captain, E. H. Jennings; lieutenant, J. E. Connolly; drill-master, H. M. Stillwell; bugler, L. B. Smith; first guide, L. B. Smith; second guide, Robert Thompson.

THE Maryland Club show considerable activity this spring and are holding frequent runs with good attendance. On 15 April the club took a run to Westminster and return, a distance of sixty miles.

ON Saturday ten Boston men went on a moonlight run.

THE Albany Club have accepted the invitation of the Boston Club to make the latter's club-house headquarters during their stay in Boston on their trip here.

NINE Boston and one Massachusetts dined at Cobb's Sunday.

THE Ramblers ran to Hyde Park on Saturday.

THE Roxbury Club have a club run every week now. On Sunday they ran to Chestnut Hill reservoir.

THE fifth annual business meeting of the Montreal Bicycle Club was held on Thursday evening, 12 April, 1883. H. S. Tibbs was in the chair. There were present quite a large number of members. After routine business the secretary's report was read, which declared the following gentlemen duly elected as officers for the ensuing season: President, H. S. Tibbs; vice-president, A. T. Lane; hon. secretary and treasurer, J. D. Miller, re-elected, address P. O. Box 1148; committee, J. A. Muirhead, R. MacCulloch, W. G. Ross, G. DeSola; captain, J. A. Muirhead; first lieutenant, J. H. Low; second lieutenant, Rollo Campbell; bugler, J. D. Miller; standard bearer, G. B. Pearson, Jr.

ON Friday, 13 April, a bicycle club was organized at Bergen Point, N. J., called the "Hudson County Wheelmen." The officers elected were: President, R. V. R. Schuyler; vice-president, Newton Day; secretary and treasurer, Coleman C. Kissam; bugler, William Duane. The club consists of nine members, with the expectation of at least nine more.

THE first all-day run of the Massachusetts Club for the season was called for yesterday.

THE Cincinnati Club held its first run of the season on 15 April.

WATFORD Bicycle Club, Watford, Ont. Organized April, 1883. Officers: President, W. W. Buchanan; secretary and treasurer, J. T. Smith; captain, A. A. Campbell; first lieutenant, W. A. Moore.

WHEELING Wheelmen, Wheeling, W. Va. Election 5 April; president, T. A. Hoge; captain, Robert Hazlett; secretary and treasurer, Chas. B. Ott.

TROY Bicycle Club, Troy, N. Y. New officers: President, R. D. Cook; vice-president, D. H. Hamill; captain, W. T. Lynd; J. B. De Golyer; secretary, W. M. Theissen; treasurer, D. H. Holloway.

CURRENT CALAMO

QUITE a number of bikers have signified their intention to be present at the tricycle meet next Wednesday "to see the fun." We shall be there to help the cause and see the machines.

But no doubt there will be some fun connected with the affair.

THE votes cast in the L. A. W. election will be counted next week. Some delay has occurred in securing a successor to Mr. Parsons on the committee.

"BICYCLE CLUB DRILLS" is the title of a little work to be published shortly. It will be illustrated with diagrams and lithographs, and have an appendix on fancy riding, giving some instructions and hints. It will be advertised in the columns of the WORLD when ready for sale. Captains of clubs or others who have had experience will confer a favor by sending any hints on movements to R. F. Foster, Baltimore, Md.

JOHN W. WILSON is at the Olympian Club, taking the place of Mr. Wilmot as instructor.

TOM HARRISON is in Washington, and will have charge of the new bicycle track in that city.

R. DE CLAIRMONT, of San Francisco, writes: "Some time ago you inquired concerning the oldest riders (in priority) of the bicycle. I claim the honor of the pioneer rider on this coast, having imported the first machine of the kind, made of steel and rubber, from Paris, on 2 August, 1876, and ridden it immediately, being already then a rider on the old velocipede."

THE wooden-headed officials of Woodstown, N. J., have passed an ordinance forbidding the use of bicycles in the streets. — *Herald*.

SAMUEL T. CLARK & Co., of Baltimore, Md., American agents for the Sanspareil bicycle, have made an arrangement with W. W. Stall & Co., for the sale of their bicycles in Boston and vicinity. At a very early date a warehouse will be opened in Boston and a full stock of machines will be carried.

IN our issue of 10 March, 1882, we published a communication from the secretary of the Boston Bicycle Club, warning bicyclers against trusting a fellow by the name of Mason, Austin, etc., who represented himself as a member of the Boston and Yale Clubs. We are pleased to announce that this person was arrested in this city, Sunday, 15 April.

THE first number of the *Western Cyclist* has just come to hand, and is a most wonderful periodical for the price. Its tone is pleasant, and bears the mark of Western cordiality. We wish the enterprise success, as the more the merrier. One cannot do better than to send twenty-four cents to Ovid, Mich., and receive the *Western Cyclist* for one year.

A MEETING of Baltimore bicyclers was held Saturday, 14 April, at the rooms of the Maryland Bicycle Club, for the purpose of adopting rules as regards the meeting of the park commissioners in allowing bicyclers the use of Druid Hill Park. A committee was appointed to draft some suitable rules, but none were adopted. The meeting adjourned to meet Saturday, 21 April, at same place.

EXOTIC MEMS

Notes from the Other Side.

(From our Special Correspondent.)

THE season fairly woke up with the Easter work, and all went as merry as a marriage bell until the last day of the Easter tours, when several snow-showers caused the hasty unfurling of waterproofs. For riders who went southward all was "gas and gaiters," for the wind did a best-on-record, and veered round so as to be *favorable* in each day's direction. This was an unexpected treat.

Racing was uninteresting amongst the amateurs, whilst, as to the professionals,

their vagaries are endless. Howell, after winning the ten-miles, was defeated by De Civry in the mile, but this was, without doubt, an arrangement for the Frenchman wants forty-six yards from the Coventry man to do any good in earnest. Jack Keen also won a mile championship at Wolverhampton, but every one wants to know what had gone wrong with De Civry's wheel just when a bit of riding or even a bit of "kidding" would have looked so well. Let the reason be what it may, there is no reason to believe that De Civry is a better man than we have got, for he has been riding in France, and is thus in a condition, whilst the English professionals have not, as yet, shaken off the winter fat. Probably this is the reason why Jack Keen is in no hurry to visit America, as he will be much more fit later on.

Howell will be a hard nut to crack for any one from your side, but if he is beaten on a spurt, there are a good many over here who would stand Fred. Cooper if a match was made. One thing is certain: It would be odds on Cooper if it came to tricycle racing. Your man Hendee will find some men to beat if he visits us. Already the dark horses are being trotted out. W. F. M. Buckley is going like great guns; so, also, is Gaskell, whilst Moore, Ilston, Whatton, Griffith, Liles, and several more are, I hear, hard at it. My only wish is that Hendee may come with proper credentials, and that the best man may win. But those of our men who take an interest in such things are watching somewhat anxiously lest he should contaminate himself with some of your whitewashed "instructors."

One dark horse has already been credited with a lap equal to about 2m. 34s, which is good enough for March, you know.

Who will win our championships is, of course, a very difficult question to answer, but we may feel certain that whoever does will have to do a big performance.

A rival body to the Bicycle Union and Tricycle Association has been mooted by a small set of irreconcilables, but it seems likely to end in smoke. With such a grand and hard-working body as the existing institution, I cannot see any work for the new union.

The tricycle will be the great feature of this season, as far as we are concerned over here. Ladies are taking to them, and some of our most prominent wheelmen are to be seen on them. I may note, especially, that Hillier, Cortis, Goodman, Gaskell, Liles, Cooper, and many more are habitual riders of tricycles. Tricyclists are daily increasing in numbers, many recruits being drawn from the bicycling ranks, and the Union has recognized the development of the sport by announcing two tricycle championships in place of the one held late last season. The distances are to be one and ten miles; the one mile at Birmingham and the ten miles at the Crystal Palace, both of which promise to produce grand contests, and,

without doubt, records will be considerably altered.

Double tricycling has also taken great strides, and ladies accompanied some of the tours of the tricycle associations during the Easter recess, riding with fathers and brothers, and doing good daily distances, so we may consider that the sport is fully started, and, if the season only turns out a good one from a meteorological point of view, I have no doubt that it will become a permanent institution. On your roads I should fancy that a stout-built tricycle would prove luxurious in the extreme. Of course you would have the best, which is found by practical experience to be a front-steering and double-driving machine.

CHANTICLEERO.

ENGLAND, March.

LEAGUE OF AMERICAN WHEELMEN.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

LOS ANGELES BI. CLUB:

3548	G. A. Haskell,	Los Angeles, Cal.
3549	C. H. Wedgewood,	" "
3550	J. W. Lancaster,	" "
3551	H. I. Millard,	" "
3552	J. F. Blake,	" "
3553	W. H. Heinsch,	" "
3554	C. E. Serrot,	" "
3555	M. Hellman,	" "
3556	E. Atkinson,	" "
3557	H. Banning,	" "
3558	L. E. Myers,	" "

PEQUONNOCK WHEEL CLUB:

3560	Frederick E. Bradley,	Ad.
3561	Allen Stanton,	P. O. Box 182, West Stratford, Conn.

ALPHA BI. CLUB:

3563	James S. Dodson,	Bethlehem, Pa.
3564	H. B. Eggert,	" "
3565	Chas. C. Knauss,	" "
3566	Frank Lerch,	" "
3567	C. F. Smith,	" "
3568	James K. Krause,	" "
3569	Wm. S. Winterstein,	" "
3570	Howard Chapman,	" "
3571	Frank Leibert,	" "

HERMES BI. CLUB:

3572	J. E. Bartlett,	Ad.
		2253 Calumet avenue, Chicago, Ill.

LEHIGH UNIVERSITY BI. CLUB:

3573	G. R. Booth,	Bethlehem, Pa.
3574	J. R. Englebert,	" "
3575	H. O. Koller,	" "
3576	L. J. Baldwin,	" "
3577	J. De Bruyn Kops,	" "
3578	R. P. Linderman,	" "
3579	J. L. McLeneagan,	" "
3580	P. D. Millholland,	" "
3581	E. M. Morgan,	" "
3582	J. W. Packard,	" "
3583	G. S. Patterson,	" "
3584	J. B. Price,	" "
3585	A. S. Reeves,	" "
3586	W. H. Sayne,	" "
3587	R. Searle,	" "
3588	A. P. Smith,	" "
3589	E. S. Stackhouse,	" "
3590	R. Stinson,	" "

HELENA WHEELMEN BI. CLUB:

3591	Will. Armitage,	Helena, Mont.
3592	J. E. Norris,	" "
3593	W. E. Norris,	" "
3594	G. H. Curtiss,	" "
3595	T. Sharp,	" "

GERMANTOWN BI. CLUB:

3596	Geo. F. Craven,	Ad.
		1442 North 7th street, Philadelphia, Pa.

IXION BI. CLUB:

3597	Roland G. Road,	Ad.
	School of Mines, Columbia College, New York City.	

ROCHESTER BI. CLUB:

3599	Sidney Pool,	Ad.
	Jones street, corner Brown streets, Rochester, N. Y.	

3600 C. Fred. Hovey,
253 North St. Paul street, Rochester, N. Y.

3601 Jno. E. Conolly, ●
62 East Main street, " "

3602 Reuben A. Punnett,
18 Mague street, " "

3603 Charles A. Smith,
143 Frank street, " "

3604 Arthur M. Pennett,
29 Jay street, " "

3605 Gilman N. Perkins,
12 South Washington street, " "

AMERICAN STAR BI. CLUB:

3606 C. E. Updegraff,
261 South 3d street, Philadelphia, Pa.

3607 J. H. Updegraff,
267 South 3d street, " "

3608 J. A. Green,
261 South 3d street, " "

3609 C. H. Elliott,
261 South 3d street, " "

3610 B. F. DuBois,
261 North 9th street, " "

3611 H. Greensmith,
516 South 20th street, " "

3612 E. G. Lenhart,
1131 ilbert street, " "

3613 M. T. Lenhart,
1131 Filbert street, " "

3614 S. S. Par coast,
N. W. corner 5th and Green streets, " "

3615 W. J. Smith,
N. W. corner 22d and Pine streets, " "

3616 J. Dowling,
408 Penn street, " "

3617 H. B. Thatcher,
831 East York street, " "

3618 F. R. Snyder,
452 Franklin street, " "

3619 R. Brewer,
1625 Oxford street and 42 N. 6th street, " "

UNATTACHED:

3559 V. A. Schilling,
14 Public square, Canton, Ohio.

3562 A. H. Strout,
26 East Brookline street, Boston, Mass.

3598 Walter W. Dudley,
Whitinsville, Mass.

CORRECTION:

3540 Harold W. Harford, Watertown, N. Y.

Transportation.

THE Grand Rapids and Indiana Railroad, the Vandalia Line, and the Cleveland, Tuscarawas Valley and Wheeling Railroad, will transport bicycles free.

B. B. AVERY,
Chairman Railroad Committee.

CYCLISTS' TOURING CLUB

APPLICATIONS.—H. D. Corey, 10 Milk street, Boston, Mass.; Dr. H. W. Hoopes, 84 No. Eutaw street, Baltimore, Md.

RENEWAL.—(Omitted from previous issue.) W. V. Burt, 702 Tremont street, Boston, Mass.

APPOINTMENTS. CLUB TAILORS.—C. H. Thwing & Co., 410 Washington street, Boston, Mass. Club hatters, Bent & Bush, 387 Washington street, Boston, Mass.

THE club uniform of the U. S. branch of the C. T. C. consists of Norfolk jacket, with two pleats front and back; vest, with back of thin flannel; knee breeches or knickerbockers, and low cap with visor (Boston Club shape); riding gaiters, more particularly designed for tricycling, but suitable for street wear, can also be obtained. The cloth or the uniform complete can be ordered from England direct (*vide* club *Monthly Gazette*, March number, page 220); but in order to avoid delay and reduce the expense which attends the importation of woollens into this country, a *fac-simile* cloth has been woven here, and estimates have been procured from several reliable tailors. That of C. H. Thwing & Co., No. 410 Washington street, Boston, Mass., has been accepted, and the cost at which this firm will supply the uniform is as follows: Norfolk jacket, \$13; breeches or knickerbockers, \$6.50; vest, flannel back, \$5.00; stockings, heavy gray English, nautic knees, any size per pair, \$2.75; or the entire suit as above, \$26.50. The same firm will also supply the riding gaiters made of the club cloth at \$3.50 per pair. White cotton gloves, cheaply obtainable anywhere, and low shoes are recommended. The uniform is without linings, is trimmed with dark self-shank horn buttons, and is so made that, to quote the circular issued by the committee: "Flannel has everywhere been adopted as the medium of contact with the body, and in the complete outfit a rider is practically wrapped—yet wrapped lightly—in wool from head to foot."

The firm of Bent & Bush, 387 Washington street, Boston, hatters by appointment to the Boston Bicycle Club, will supply the C. T. C. caps (American) at \$1.75 each.

Although the art of making knee breeches has not yet been properly developed on this side of the Atlantic, there will, doubtless, be cases where members will prefer to entrust the making of their uniforms to their own tailors; for these the club cloth can be obtained, *by members only*, from the Lamoille Mills, Fairfax, Vermont, at \$1.35 per yard. The following quantities: Norfolk jacket, 3½ yards; breeches or knickerbockers, 2 yards; vest, 1 yard; gaiters, 1½ yards, will be found to be ample, and will afford a moderate provision for those repairs which, as every rider knows, are inevitable. Orders for the cloth or uniform should be sent (*always with the cash*) direct to the addresses as above. But in order that it may be secured to the club that none but members shall be able to obtain either, each order should be accompanied with a postal card addressed to the chief consul, on receipt of which he will authorize the filling of the order. Without such authority, neither tailor, hatter, or mill will fill any order in which the club cloth is to be used.

The chief consul hopes that these arrangements will be acceptable to the U. S. membership, and that the privilege of wearing a uniform in which comfort and elegance are so well combined will not be without its proper influence.

Sept. 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of BICYCLING WORLD, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies *free to every wheelman*.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars, address

THE SPRINGFIELD BICYCLE CLUB,
Springfield, Mass.

HENRY E. DUCKER, *Pres.*

A. L. FENNESSY, *Sec.*

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

WANTED, a 54-inch British Challenge or American Sanspareil. Nickel preferred. Address, W. C. MARSH, Springfield, Mass.

WANTED to buy cheap, two second-hand bicycles, one 50-inch, one 54-inch. No old or broken machines wanted. Give full description by mail. EDW. W. RIPLEY, Sherman, N. Y.

BICYCLE WANTED. A new or second-hand 52-inch Expert preferred, in exchange for a 50-inch Columbia in A1 repair. Will pay difference in value. For further particulars, address, EXCHANGE, West Roxbury, Mass. (In care of mail carrier).

FOR SALE.—A 54-inch Standard Columbia; full-nickelled and ball bearing; in first-class order; shows wear but little; for price and particulars address W. C. AXTELL, Gardner, Mass.

TRICYCLE FOR SALE.—A Coventry Rotary; half of convertible; balls to all wheels, and pedals, adjustable handles, dress-guard, saddle; used but little; purchaser can at any time order other half, and have a Sociable. Address H., this office.

FOR SALE.—A Harvard Tricycle, in first-class order; now having a coat of enamel put on; will sell for \$100. W. W. STALL, Brighton, Mass.

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

TO RACING MEN.—A 55 inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

THIRD ANNUAL MEETING

OF THE

League of American Wheelmen,

AT

NEW YORK,

MONDAY, MAY 28TH, 1883.

PROGRAMME.

In the morning, the business meeting of the League will be held; in the afternoon, the parade; and the evening, the banquet, to which the Mayor and officials of New York will be invited. Full particulars will be published from time to time in the Wheel press.

COMMITTEE OF ARRANGEMENTS.

PARADE.—N. M. BECKWITH, Chairman, 21 West 37th street, New York.

STORAGE.—T. C. SMITH, Chairman, 40 Warren street, New York.

FINANCE.—R. NELSON, Chairman, 87 Gold street, New York.

CORRESPONDENCE AND PRESS.—FRED. JENKINS, Chairman, 22 New Church street (Box 444), New York.

TRANSPORTATION.—FRANK EGAN, Chairman, 38 Broad street, New York.

RECEPTION.—FRED. G. BOURNE, Chairman, 25 West 23d street, New York.

HOTEL AND DINNER.—W. A. BRYANT, Chairman, 12 Maiden lane, New York.

A hearty invitation is extended to all wheelmen, League members, clubs, and unattached.

BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

GUMP BROS.

DAYTON, OHIO,

For large Illustrated Price List of New and Second-Hand Machines.

Second-hand Tricycles wanted.



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to THE CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

Western Adventures of a Bicycle Tourist.

An interesting and spicy history of Will Rose's trip "on the wheel" from Danville, Ill., to Cheyenne City, W. T., with full particulars of the roads through Illinois, Iowa, Nebraska, and part of Wyoming. Full of fun and interest to Bicyclers. Illustrated. Just out. Price, 20 cents. Ten copies, \$1.50.

WILL ROSE, "Wheelman," Danville, Ill.

PERFECTION BICYCLE LOCK.



Pat. applied for.

No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Hasp so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

Price, \$1.75; nickelled, \$2.00

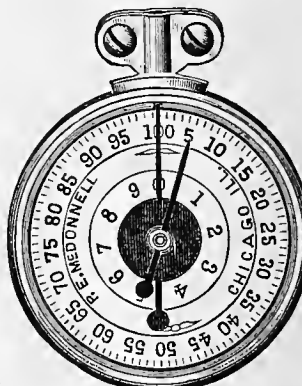
Sent postpaid on receipt of price. Liberal discount to trade.

H. M. STILLWELL,

149 STATE STREET,

ROCHESTER, N. Y.

A CYCLOMETER



For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolute-

ly water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

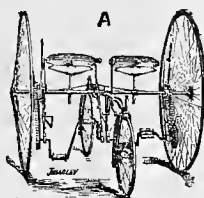
A. G. SPALDING & BRO.

108 Madison St. . . . CHICAGO.

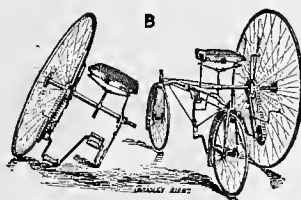
For Sale by Dealers Generally.



Safety, Speed, and Comfort.



THE "COVENTRY CONVERTIBLE"



THE "COVENTRY CONVERTIBLE" DETACHED

For cut of Facile bicycle see WORLD of April 13 and Wheel of April 20; also advertisements here to follow.

THE WONDERFUL "FACILE,"

Whose success and development as a Roadster has been the one phenomenon in bicycling in England during the past eighteen months, has already attracted much attention from American Wheelmen who keep awake and in pace with the times. The undersigned, having obtained the **SOLE AND EXCLUSIVE CONTROL** of this machine for America, is now prepared to supply it. Price of the Special "Facile" (with hollow forks and ball bearings throughout) will be about \$135. While it is not intended to supply to order only, the supply will not for the present very largely exceed the visible demand, and orders will be filled in their turn. *Promptness in giving them is especially urged.* Cable used when needed.

TRICYCLES.

The celebrated "Coventry" Tricycle, in its three forms of No. 1, "Central Geared;" No. 2, "Single;" and the "Convertible Sociable" (for either one or two riders), with ball bearings and every known improvement, also supplied on favorable terms to order only. For either of these machines, which are a distinctive type, orders will be forwarded per cable whenever necessary. Tricycles ordered per cable will leave the works in Coventry fourteen days after the order for them is received by me, and will leave Liverpool about two days later.

For price-lists and further information apply (temporary address) to

JULIUS WILCOX,

Agent and Att'y for M. M. WILCOX,

53 FULTON STREET NEW YORK.

Licensed by Pope Mfg. Co.

R. V. R. SCHUYLER,

189 Broadway NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

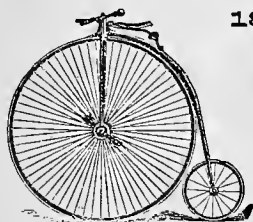
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

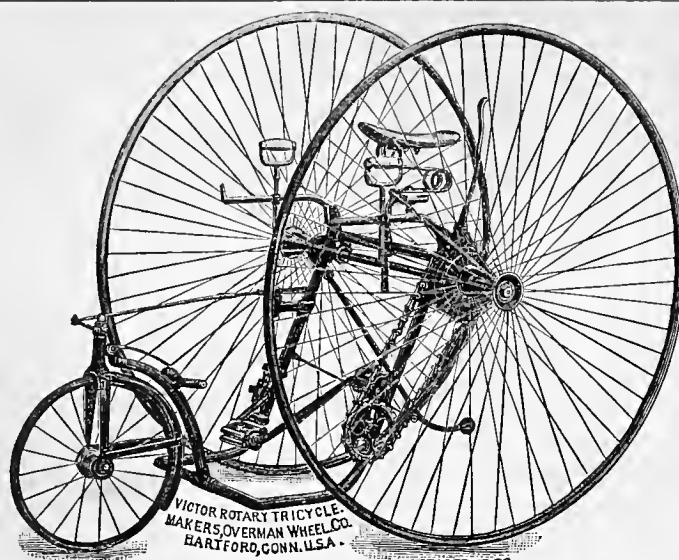
RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickel-plated, \$4.50. Send for circular. Address **L. M. RICHARDSON**, Bicycle Agent, Milwaukee, Wis.

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SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.



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Bicycling World

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BOSTON, 27 APRIL, 1883.

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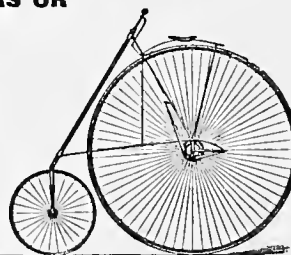
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Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 27 APRIL, 1883

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PROFESSIONAL RACING.

HERE at the "Hub," where the etiquette of professional bicycling is understood, the results of racing contests are received with no surprise, be they what they may, and comparisons between events are not entered into. At the West, where they have had little professional racing, they have as yet failed to reach the true standard of judgment, and hence we have had a quiet smile to ourselves

to see our friends in that region laboring to prove that because the time made by Prince in a race was beaten by an amateur the same evening, the said amateur is a better man than Prince. Our friends mean well, but they don't know. When they have seen more racing they will know that the time depends not on the fastest man, but more often on the slowest. Your professional racer would not for the world beat a man by a lap. It would hurt him in future races, injure him in the handicaps if made, and break over the etiquette which has always prevailed among leading professional riders. "Be content to win" is the motto of the fraternity. England recognizes this and gets over the difficulty by well-judged handicaps. There every racing man has his official status, and it is fixed on the best judgment attainable. Until we adopt this method we must be content to see in our races a procession of men one behind the other, and a contest only in the last lap.

'CYCLISTS' TOURING CLUB.

THIS club, which has had an unparalleled success in the country which gave it birth, under the name of the Bicycle Touring Club, is beginning to extend an influence in 'cycling circles in this country. Its growth here has been slow but steady, and nearly every member in this country is "true blue." As yet its benefits to American members have been practically nothing. The membership has been small, and no funds have been provided with which to promote its interests. Even postage and small incidental expenses have been borne by those interested in its success. This state of things cannot exist much longer if the 'Cyclists' Touring Club would thrive here. There are enough members who compose the American contingent to entitle them to some percentage of their dues if the 'Cyclists' Touring Club desires to have a foreign membership, and we presume, from its claim to being an international institution, that it does. There has existed a good deal of enthusiasm among 'cyclers, and there are many who will join any wheel institution if invited to do so. This enthusiasm is doubtless the cause which has led many American wheelmen to join the ranks of the 'Cyclists' Touring Club.

The number of such, however, is limited, and more substantial benefits are

sought by the rank and file, who, after all, are the backbone of a successful club.

THE English method of printing an agenda or statement of things to be done at meetings might be tried successfully in this country. If distributed to all attending a meeting it would do much to expedite the dispatch of business. It also cuts off any scheming individuals who have a fancy for springing things upon a meeting. The expense of printing an agenda is very slight and the benefits many.

WE printed in our issue of last week a clipping from the Boston *Herald*, saying that an ordinance had been passed at Woodstown, N. J., forbidding the use of bicycles in the streets. We would like to know whether this matter has been investigated by the League or not, and if not, why not? Is it not the duty of consuls and representatives to investigate all such cases, and is it not the duty of the League to do what it can to secure the abolishment of all such unlawful and unjust restrictions? The wheelmen of Ohio did not go to sleep when they were threatened with restrictive laws, and their example is worthy of emulation. The League itself is just as good as any association of the kind can possibly be, but it can never be a success unless working officials are secured. There are many of its officers who are doing good work continually, and devoting time and money to advance its interests, but there are many, in fact, too many, who merely accept an election and then hibernate for a whole season.

THE fact that quite a number of the board of officers do not subscribe for the League's official organ is a sufficient reason for us to agree with our esteemed New York contemporary that it would be advisable for the League to have some kind of an official document which will be sent to every member, as the 'Cyclists Touring Club has.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Two-Track and Convertible Tricycles.

Editor *Bicycling World*:—In your issue, dated 30 March, "J. I. Veeder" says that a tricycle "for the West must be a two tracker, not less than three-feet

gauge of track," and "Ixion" says that one of the disadvantages of "another" convertible consists in its having the steering wheel at the side when in its single form. It may be of some service, then, if I volunteer an opinion as between these two contradictory statements. The former-quoted writer presumably knows what sort of roads there are in Iowa, and if it be correct that a two-track tricycle, with not less than thirty-six inches gauge, will best suit his requirements, I should say that the Centaur Convertible is the machine for him; strangely enough, this is exactly the same machine that "Ixion" comments upon so adversely, and I must disagree with him as to its having two tracks being disadvantageous in all cases; in the Iowa instance, it is seen, the possession of two tracks only is a positive advantage. Beyond this, "Ixion" is quite correct. A convertible will always be a trifle less perfect than an unconvertible, in either of its forms; but when a convertible is wanted there are machines which come very close to the simple single or the simple double, their convertibility only making a slight difference. The Centaur Convertible is really the best of the class (because of its double-driving by balance-gear *in both forms*) wherever it will be used *mostly* as a double; the Coventry Convertible is more successful in its single form, the independent driving militating against its success in its double form.

While writing, I may as well add that where an unconvertible sociable is wanted, I recommend the new tubular Salvo Sociable for American use. Yours, etc.,
A. J. WILSON.

LONDON, ENGLAND, 10 April, 1883.

Touring.

THERE is a growing tendency among our leading clubs to "ride with a purpose," and quite a number are going in for tours of greater or less length. The Boston Club will ride part way to the League Meet, and will be joined by the representatives of various clubs along the route. A special train will take the tourists from New Haven to New York. Half rates have been secured, and the prospects are that the run will be a great success and a credit to the prosecuting club. The Springfield Club and many others have signified their intention to join in the run. If these tours are a success, they will do much to promote the use of the wheel.

Chicago Club's Tour.

THE projected trip of this club through Canada, the first twelve days of July, is the first venture of its kind, we think, and is, of course, an experiment to demonstrate the practicability of an extended tour in numbers. Aside from the pleasure and novelty of the tour which the members who projected it expect to experience, the fact that there are many wheelmen throughout the country who would be glad to avail themselves of an opportunity to spend a pleasant vacation

this way, in good company, was taken into consideration. It was also hoped that clubs in towns *en route* would hold shorter runs at the same time, and thus enable us to meet fellow-wheelmen under most favorable circumstances. We were correct in this, for many bicyclers in the West have written us their intention to join in the tour, and some clubs *en route* have already been heard from, expressing much interest in the run and their intention to fall in line. Canada was selected because of its exceptionally fine roads and the scenery and points of interest embraced in the route. Perhaps no other route embraces the features of this one. From Ann Arbor down the lovely Miami valley to Detroit, a day's run. Thence along the shore of Lake St. Clair and Thames River to St. Thomas and London, over a level country with perfect roads. From London the finest places of Canada will be taken in, to Hamilton, but the riding may not be so good, with some hill-climbing. From Hamilton to Niagara Falls and Buffalo the wheeling is immense. The secretary of the Canadian Wheelmen's Association has advised that the route selected is the best that could be made, and he assures us a delegation of Canadian wheelmen will convey us through Canada. At Buffalo the trip will virtually end, but those having time or who desire to fill out a two weeks' absence, will run down the south shore of Lake Erie to Cleveland, over what are reported to be the finest roads in the country.

Taken all together, we cannot imagine a route having more points of interest and with better roads than the one selected, and, with the scheduled average time of twenty-five miles a day, will not seriously tax the strength of the riders.

CHICAGO, 5 April, 1883.

B. B. A.

Letter from Portland, Me.

(From our Special Correspondent.)

WE anticipate with pleasure the reception of our friends next June, as they pass through Portland on their "down east" trip. Portland bicyclers are looking forward to this trip with interest, and hope to give the visiting wheelmen such a good time that they will want to come again. Four Portland wheelmen have joined the Boston clubs, and more are coming. Mr C. H. Lamson, whose inventive brain has been such a boon to bicyclers, has his stencil plates for signboards perfected, and will manipulate the brush with great dexterity on the signboards and posts of Washington county next June.

There are many animated discussions being held among our votaries of the wheel as to which is the best make, and the diversity of opinions is very amusing. All are anxious to see the Sanspareil, which has been ordered by one of the club and of which great things are expected.

Arrangements have been made with the Eastern Railroad to have the wheels of the participants of the "down-east" party transported free of charge.

We were much pleased with Burley B. Ayers' letter in a late number of the WORLD, and rejoice that the League has such an able champion on the railroad question.

Hon. G. W. Drisko, of the Machias Union, was in this city last week. He informs us that the inhabitants of Machias and neighboring villages are greatly interested in our coming visit to Washington county. Many have never seen a bicycle and are anxious to see what sort of a horse it is. The Machias brass band have expressed their intention of tendering a serenade to the visiting tourists.
ELWELL.

Hill-Climbing on the Facile.

THE theoretical side of this little machine has been thoroughly and ably discussed by Mr. Wilcox in these columns, and, although "figures won't lie," we all know that some things make a far more creditable performance on paper than in practice. Hence, with all due deference to Mr. Wilcox with his equations, proportions, and "figgers," I should rather choose a mount from a half hour's judicious trial than from a learned and exhaustive lecture thereon.

Through this gentleman's kindness I have lately been permitted to test the Facile thoroughly; indeed, this process is still under way, but my first ride on it gave such remarkable results that I will give a short account of it. I rode the Facile perhaps five hundred feet on level ground last summer, and, although this was no test, it was sufficient to convince me that the machine contained many good points. I had no difficulty in managing it from the start. With this exception my mount on a 44-inch Special Facile, a day or two ago, was the first. With Consul Smith, who was mounted on the "single" of his convertible tricycle, I started off towards home, a ride of some three miles. (Pooh! says the reader, that is a great trip for a test!) Well, the test was the last *sixth* of that distance, which was a grade that no 'cycler had ever surmounted awheel. Those who have visited Orange Mountain and taken the Eagle Rock road will remember the hill,—first, a gradual but fatiguing slope for half the distance. This surface is of good macadam, and is barely rideable on an ordinary bicycle, by a strong rider; I have once ridden it on my geared-down club sociable, with a lady companion, who stood entirely on the pedals; several times on my 57-inch Yale, but not through preference. This slope ends in one of exceeding abruptness, of rough surface (caused by the swift watershed) and with a sharp curve towards the upper end. It was with little hope of outdoing my previous attempts that I gripped the long handle-bar and started up, but as the little Facile travelled the lower slope under firm but moderate pressure on the pedals I became encouraged, and reaching the "wall" fresh and unwinded, I pedalled a little harder, added some arm-work,

and slowly but surely ascended the hitherto unsurmountable. It was solid work, and cladas I was in a pea jacket, the perspiration flowed freely, but I dismounted at the top, wind unimpaired, and ready to shout "Excelsior!" I found the vertical action perfect, enabling both strength and weight to be used to the best advantage; there was none of the tendency to catch on the dead centres, so strongly felt in ordinary hill-climbing. The only trouble I experienced was a tendency to slip my feet sidewise from the pedals, owing to their peculiar construction, but I find this disappears on further acquaintance with the machine. After riding it up the hill, I mounted and drove it with ease through a wood-path to my home, over a surface so soft and uneven as to be unridable on my 57-inch. I found the little Facile to cut through thick, pasty mud like a knife through cheese. Having satisfied myself as to its hill-climbing qualities, I rode it to the depot the next morning by a shorter route, doing the two and a half miles in twelve minutes without trouble, and I have since convinced myself that this gait (some thirteen and a half miles per hour) is far under the capabilities of the machine. The arc-tread of its pedal action can be kept at a much greater speed than could the rotary motion of direct cranks attached to a 44-inch wheel. I have incompletely tested it on a few other points; the back-peddalling power is, of course, immense, and the weight is applied so far back as to make the process perfectly safe on the steepest slopes. I brought the machine to a standstill without the aid of the brake, while descending a grade equal to that of Milton Hill. A day or two ago I instituted a series of experiments with a brick, laying it upon a flat surface and running at it at a good speed. The machine went over it easily, without raising the rear wheel upon the impact of the driver against the obstruction. More anon.

IXION.

The Meriden Wheel Club's First Annual Exhibition and Ball

(Special Correspondent.)

ALTHOUGH perhaps the last important social event of the season, this was by no means the least. The Meriden Wheel Club are certainly to be congratulated on the complete success of their first venture, for few clubs numbering only fourteen members would dare undertake an affair of such magnitude or be able to carry it through with such success. The Opera House was laid with a temporary floor, covering stage and orchestra, which gave ample room for the squad drill, and at the same time afforded a good view to every spectator in the house. The orchestra circle and balcony were crowded with eager spectators.

The exhibition of fancy riding by Geo. H. Nash, D. J. Canary, and Profs. Wilmot and Alden was very fine.

The Springfield Club was represented by President Ducker, Capt. Winans, and

several men, the New Haven by Capt. Marsden, with some eight men, the Hartford Club by ten men. We also saw Capt. Pitman, of the Ixions. Capt. Everett, of the Bostons, Capt. Clark, of the Holyokes, and Col. Pope, of the Massachusetts. Many ladies graced the occasion, and about fifty couples kept the floor lively till nearly three in the morning. An immense League badge decorated the stage, suspended in mid-air, just over the foot-lights. It was made of a 60-inch wheel, with the three wings and L. A. W. in gold, producing a fine effect.

Cincinnati Bicycle Club.

CAPT. WHITING says: "*Grazie a Dio*," now that the races are over; perhaps because he was a little tired. To one who was present at the first of the series of races just closed, and also at the last, the contrast is very striking, and the advantage derived from the regular weekly exhibitions during the past three months is very suggestive to other clubs. On 18 January, at the opening races, everything was confusion. One lap-scorer attempted to keep the tallies of six men on a ten-lap track for an hour and a half. The watches varied eighteen to twenty seconds in the total time. A man had to run like a hound alongside the leader on the last lap and drop something to mark his position when the time (one and a half hours) was up. Riders passed and overtook each other on either side at pleasure; no one called the miles; no bell announced the last lap. No one knew how long the track was; they called it ten laps to the mile to make things easy. No seats for the audience; nothing but perspiration and blasphemy for the officers of the meeting.

But now! Presto, change.

A large, enthusiastic, well-seated audience. A neat speech by Referee Livingstone, and promptly on time the first event called by the bugle. A very creditable drill in such a small and posty place under command of Capt. Whiting. Then the first race announced and the men on the scratch. All the distances carefully and distinctly chalked out on the floor by the city surveyor. The timers, with their watches carefully regulated by competent jewellers, only varying one eighth of a second on a five-mile race. A scorer, with a properly ruled score-sheet for every contestant. The miles announced by the referee and marked on the blackboard opposite each competitor's name. Each rider well posted in the racing rules. A whistle on the last lap, and every event on the programme, even such a ticklish thing as a relieving race included, run off smoothly and without a single mishap. No wonder the leading daily paper can feel justified in presenting the club with an elegant gold championship medal, to be won three times. No wonder Cincinnati is proud of her bicycle club. No wonder Capt. Whiting is tired; he has worked hard and done well.

R. F. F.

[We publish this letter that some race

meeting managers may see wherein they can improve. — ED.]

WHEEL CLUB DOINGS

THE Elmira Bicycle Club held a moonlight run on 19 April.

THE Newton Club did the same thing on the same day.

THE Bostons have commenced their regular pilgrimages to their country headquarters.

It is said that another bicycle club, with Mr. James Knoll as president, is to be started in New York city.

THE Marshall (Mich.) Bicycle Club has joined the L. A. W. and makes it compulsory for every member to do so.

THE Harvard Bicycle Club ran to Gloucester on Saturday.

THE Bostons and Massachusetts Club each had runs on Saturday, with small attendance.

THE Boston and Massachusetts Clubs have each got out a printed membership roll and club rules, etc.

THE Chicago Club issue membership tickets. A good idea for other large clubs to copy.

FIVE members of the Massachusetts Club went to Lexington, Thursday, on the club's first all-day run.

KINGMAN N. PUTNAM, of the New York Bicycle Club, was in town last week.

MR. GRACIE, of New York, visited the Boston's club-house last week.

F. W. WHITING is the Chelsea Club's delegate to the League Meet.

THE Rockingham Bicycle Club, of Portsmouth, N. H., have issued a hectograph map of all the principal roads in the southeast section of New Hampshire, showing particularly the best routes at all seasons of the year between Newburyport and Portsmouth, and describing the runs to the various beaches along the coast. The map was designed for the use of L. A. W. members, but wheelmen can obtain copies by enclosing stamps to the Rockingham Bicycle Club, Portsmouth, N. H.

AT an adjourned meeting of the Columbia County Wheelmen, held on Saturday, 21 April, the following officers were elected: President, Joshua Reynolds; secretary and treasurer, Arthur Gifford; captain, Harry R. Bryan; lieutenant, C. H. Evans, Jr.; bugler, Herbert DuBois. The club took their first run (down street in the carriage of the president) after the meeting. The club will be well represented at the League Meet.

AT Moorestown, N. J., a wheel club was organized last fall too late in the season for any practical work. It starts out with seven members and several more in prospective, and has for president Chas. Atkinson, and for secretary and treasurer William J. Morrison. It joins the League as a club this month, and will be represented at the coming Meet in New York. The secretary will be glad to give wheelmen contemplating a tour in that section information in regard to roads, etc.

Two ladies have just applied for membership in the C. T. C.

SEMI-ANNUAL election Pawtucket Bicycle Club, Monday, 23 April: President, Wm. C. Freeman; vice-president, George L. Miller; secretary, S. R. Bucklin, Jr.; treasurer, W. P. Blanchard; captain, Fred Binford; sub-captain, C. W. Henry; bugler, S. R. Bucklin; guide, B. Frank Searle. The club recently appeared in a new bottle-green chevrot uniform, and will probably send a half-dozen meo to L. A. W. Meet.

PRESIDENT HODGES has ordered a Victor Rotary tricycle.

THE Star Bicycle Club, Lynn, Mass., will come out in its new dark-green uniform next Tuesday, and will give a club drill at the G. A. R. Coliseum. On Sunday, 29 April, the club will run to Ipswich.

MANUFACTURE



The Four-in-Hand.

MADE BY THE CENTAUR CYCLE COMPANY,
COVENTRY, ENGLAND, CONTROLLED IN
THIS COUNTRY BY THE CUNNINGHAM
COMPANY, BOSTON, MASS.

THE tendency of late has been towards an increase of sociables, and scarcely a tricycle maker in England but turns out some form of double. Quite a number of our clubs have been investigating the sociable question with the view to purchasing a club machine.

To aid all such and give the readers of THE BICYCLING WORLD all the practical information we can, we will describe this week a tricycle which carries four persons, who each aid in its propulsion. As none of the four-in-hands have been imported into this country, our knowledge of the capabilities of the machine is limited, and we are obliged to rely almost entirely upon such sources of information as we have. The machine was first exhibited at the Stanley show of 1882, and the one there shown was purchased by one of the Brighton clubs for the use of its members. A second one was purchased by the Speedwell Club after it had been shown at its exhibition. The machine, though designed to carry four persons, has but three wheels which touch the ground, the fourth wheel shown in the cut being merely a safety

wheel. Our illustration shows the position of the riders, two being in front and two behind the axle. The two driving wheels are fifty inches in diameter, with inch tiers and fifty direct No. 8 spokes. Crescent rims are used and the hub flanges are seven inches apart to secure the strength necessary to withstand the severe side pressure to which the wheels are subjected. The steering wheel is twenty-four inches in diameter and fitted with $\frac{1}{2}$ tires, while the rear wheel is sixteen inches in diameter and of lighter construction. The drivers are fitted to a stout axle and geared down to forty-four inches. A double-driving balance gear is now used, though the original machines were made without it. The front portion of the frame differs in no material respect from that of most sociables. It consists of three stout tubes, running from points a little above the axle forward for a few inches, and then dropping vertically to within six inches of the ground, turning again at right angles and running forward for a foot or so parallel with the ground.

The two side tubes are then turned in to meet the centre one, which runs upon the front wheel, and finishing with a pair of centres to fit the Stanley rudder head and fork. A quadrant-shaped rack is fitted to this head, and by means of a small pinion wheel, operated by a rod in

the hands of one of the riders in front, the steering is effected.

The seats in front are cushioned and rest upon elliptical springs, and a couple of handsomely-curved foot rests provide a rest in coasting, etc. From the back of the main frame rods curve upwards and are surmounted with a cross-bar fitted with firm handles for the rear riders, who sit upon saddles placed on cradle springs and adjustable seat rods. The triangular mode of driving, as shown in the cut, has been abandoned, and the machine is now being built with separate chains, running from a double-chain wheel to the front and back shafts respectively. Ball bearings are used to all wheels and long lever brakes fitted. Its total width is five feet and its weight two hundred and ten pounds. The cost of the machine is about \$250. We do not expect the demand for this machine will be very great, as the cost and the necessity of having four to run it will militate against it.

For a club sociable we should think it would be just the thing, and we look forward to being able to record the purchase of a four-in-hand by one of our enterprising clubs.

RACING NEWS

CINCINNATI, 13 April. — Two-mile: W. Pierson (1) 7m. 16 $\frac{1}{2}$ s.; F. L. Sargent (2) 7m. 18 $\frac{3}{4}$ s. One-mile, boys: E. Muhlhauser (1), 3m. 33s.; K. Lowe (2), 3m. 55 $\frac{1}{2}$ s. Twenty-mile, professional, John S. Prince (1), 1h. 15m. 19s.; W. M. Woodside (2), 1h. 15m. 20s. 14 April: Ten-mile, professional, John S. Prince (1) 37m. 48 $\frac{1}{2}$ s.; W. M. Woodside (2), 37m. 48 $\frac{3}{4}$ s. Ten-mile, W. H. Reed, (1), 35m. 52 $\frac{1}{2}$ s.; J. V. Wright (2), 37m. 27 $\frac{1}{2}$ s.

CINCINNATI, 19 APRIL. — The attendance at the concluding tournament of the season at Power Hall was large, notwithstanding the occasional showers, and the boys, in appreciation of the interest shown by their audience, got down to earnest work. The races were run with the following results: Two-mile races: Entries, A. W. Macbair and New. Pierson; won by Pierson in 7m. 19 $\frac{1}{2}$ s.; Macbair second, in 7m. 19 $\frac{3}{4}$ s. Five-mile race: Entries, J. G. Kitchell, H. Hall, O. G. Brown, and C. J. Jennings; won by Hall in 18m. 20 $\frac{3}{4}$ s.; Jennings second, in 18m. 28 $\frac{1}{2}$ s. One-mile boys' race: Entries, Masters Muhlhauser, Law, and Taylor; won by Muhlhauser in 3m. 34 $\frac{3}{4}$ s. The fourth event was the most exciting one of the evening. In this race W. H. Reed undertook to run against five men, one relieving the other at the close of each mile. New. Pierson, F. L. Sargent, A. W. Macbair, Charles Jennings, and H. Hall were Reed's opponents. After a fine struggle Reed won in 17m. 39s., — the best time ever made on the track. The time for each mile was as follows: First mile, 3m. 41s.; second, 3m. 18s.; third, 3m.

38½s.; fourth, 3m. 28½s.; fifth, 3m. 33½s. The one-half-mile race, "arms folded," was won by O. G. Brown in 3m. 8s., and in the slow race young Muhlhauser was the winner.

ON the eighth and ninth of June the Moorestown Bicycle Club will manage a series of races at the spring exhibition of the Moorestown Agricultural and Industrial Association. The directors of this association have laid out a one-eighth mile track for the use of the club. There will be a ten-mile race, open to amateurs only, for a gold medal; a five-mile race, same conditions, for a silver cup, and several other races of shorter distance, for prizes. There will also be exhibitions of fancy riding. Wheelmen desirous of entering any of the contests can obtain the necessary information by addressing Wm. J. Morrison, Moorestown, Burlington county, N. J. No entrance fees.

THE following have entered for the Harvard Club races, 16 May: Codman, Agassiz, Bigelow, Maverick, Hemenway, and Norton, all of Harvard College.

W. M. WOODSIDE will be Prince's partner in the six days' race against Le Roy.

LOUISE ARMAINDO is in training at Chicago for the six days' race to take place in that city, 21 to 26 May. She is said to be riding in good form and very "fit."

HARRY W. TUFTS has issued a challenge for a fancy-riding contest for the title of "champion of the United States." He prefers to meet W. D. Wilmot, but will contest with any comer. A silver cup has been put up as a trophy.

WILMOT will accept the challenge, add \$50 as a prize, and stipulates that the trial be at the Casino.

A SERIES of three two-mile races was run at the Casino, Boston, last week. The first heat of this race was run on Monday evening, and was won by Edward P. Burnham in 6m. 57½s.; Albert Hosmer was second in 7m. The second heat was run on Wednesday evening. This heat was also won by Burnham, his time being 6m. 41½s. The heat run Saturday night was a repetition of the former two, Burnham winning in 6m. 40½s. Hosmer was second in 6m. 43½s. The prizes awarded in this race were handsome gold and silver medals.

AT the Casino on Saturday evening there was a horse vs. bicycle contest. Thomas Walsh, the English jockey, rode the horses, changing about every two miles. Mr. F. Ware, of Newport, provided the mounts. One fine animal, a thoroughbred named Sandal, bred by Mr. Lorillard, was a magnificent specimen of equine beauty and speed. Mr. C. J. Young, the champion twenty-mile rider, guided the bicycle, but had to lower his colors to Ware. The race was well contested, and the horses won with several laps to spare. The time for the horses was 65½m., and that for the bicycle

69m. 55s. The judges were Ed. P. Burnham, bicycle, and Frank H. Drown, horses; referee, John C. Harrington, Jr.; timekeepers, J. G. Lathrop, C. S. Howard, and W. Bowker; scorer, W. D. Wilmot.

CURRENTE CALAMO

IT is said that there will be no bicycle racing at the Ohio State Fair this year, the League of Ohio Wheelmen having formally declined, by letter, the invitation of the State Board of Agriculture to hold their annual meet on their grounds. The declination was made because the fund set apart by the board was insufficient to defray the expense of building a suitable track and providing prizes. The meet will be held, instead, at Recreation Park, on Tuesday of the State Fair week. The Buckeye Club will construct for the purpose, at their own expense, a model track, and spare no effort to make the annual gathering of wheelmen this year eclipse all former ones.

CHIEF CONSUL BECKWITH, of New York, has issued a circular to the consuls in his State giving them instructions and urging them to use every endeavor to promote the interests of the League and bicycling.

NEW YORK will organize a State Division of the L. A. W. at the Meet, 28 May.

VICTOR M. HALDEMAN writes: "We hope our fellow-wheelmen will stop writing protests about the League Meet and use their energy in trying to make it a success."

AND now the burglar has taken to the silent steed as a means to convey him to the scene of his nefarious practice. Eight places were entered in Essex last week, and the burglars secured several small sums and two or three watches. We expect some club uniform will be adopted to give prestige.

WE had an opportunity, a few days since, to try, on the road, a Victor Rotary trike. We were much pleased with its action, but expect to be able to give it a more thorough trial in a day or two.

WE went on a fifteen-mile spin with Mr. Overman, and in the course of our trip we had the pleasure of seeing and riding with several young ladies. We were exceedingly sorry that the construction of our Coventry Rotary would not allow us to offer its services to such enthusiasts as we found Mr. Overman's friends to be. The ladies looked and rode exceedingly well, and we were surprised at the pace at which they bowled along. We have suggested an improvement in the shape of the dress-guard, which will probably be adopted by the makers of the Victor.

THE success of the foreign exhibition, to be held in this city, is now secured. Our importers will do well to communicate with C. B. Norton, the secretary, at Hotel Vendome, and secure space for

their exhibits. It is hoped that many of the English makers will send over samples of their work, and steps are being taken to interest them in the matter.

THERE was once a hog who filled the full measure of his destiny. He was all hog. From the point of his nose to the tip of his tail he was unadulterated hog. He made his presence felt on the farm, he took possession of the best feeding grounds and walked in the best paths. All the animals had to give way to him. He would admit that no one had rights but himself. The life of this hog was not particularly interesting, but a friend of ours, who believes in the Pythagorean idea, tells us that the soul of this hog has by transmigration entered the body of a man who drives a fast horse. This may account for the disposition shown by some horsemen towards bicyclers.

THE demand for first-class light machines is such that Stoddard, Lovering & Co. have been induced to place on the market the Rudge light roadster, which, to describe it briefly, has hollow fellow, tangent spokes, curved hollow tube handle-bar, etc. The machine seems well made and has the narrowest tread of any wheel we have seen. The weight of a 54-inch, with seven-eighths tire to front wheel, is thirty-five pounds.

By the way Stall is riding his Victor Rotary tricycle over cobbles, car tracks, etc., we should say that any weak points it may possess will be discovered.

THE Facile bicyclist will shortly be on exhibition in this city, either at the Bostons' club house or at the rooms of the Cunningham Company.

THE dinner at the time of the annual League meeting will be held at the Metropolitan Hotel. The price of the tickets has been set at \$2.50 per plate.

THE May *Wheelman* is quite interesting, and in some respects is an improvement on previous issues. "A Summer Ramble among the Black Hills" and "the Citizens' Trip to Boston" are nicely illustrated.

CAPT. MILLER, of Chicago, writes that his "Bicycle Tactics" will not be ready till 1 May, and that the price will be twenty cents.

A YOUNG lady tricyclist of Brighton rode a Victor tricycle up one of the steepest rises in that place, recently. The hill is often walked by bicyclists.

BOSTON is certainly entitled to be called the "Hub of the Bicycle," as it is the head-centre of the sport in this country. — *St. Louis Globe-Democrat*.

EXOTIC MEMS

F. D. CIVRY, the French champion, challenges John Keen to ride for the championship and a stake. R. Howell challenges either of them to ride for a sum equal to \$1,000.

"THE fact is, Sir Roger, I don't *approve* of fox hunting; at least not for *men*. I think it an unmanly kind of sport."

"Un-man-ly." "Well, yes, you know. Women can hunt. I have lots of times; and have always been in at the death, I'm ashamed to say." "Then what on earth do you consider manly?" "Well, bicycling. Women can't do that, you know, not even with divided skirts." — *Punch*. Can't they, though. *Punch* ought to try and cling to Armaindo's hind wheel for a few miles, and he would retire to his editorial sanctum and try and coin a new joke on the subject.

THE London Tricycle Club now numbers one hundred and twenty-five members.

THE editor of the *Tricyclist* has been trying the crypto dynamic gear, and seems favorably impressed with its capabilities. He says "the tremendous power was irresistible, and if by any means the tricycle could have been made to cling like a fly to the side of a house, it seemed as if it could have been ridden up it.

AT the Hampton Court meet this year the following will be the order of parade: London bikers first, country ditto second, London trikers third, country ditto fourth, great unattached fifth.

WE notice that several English clubs use the word bicycling instead of bicycle as a prefix to club. It is certainly more correct, but hardly as euphonious.

W. D. WELFORD, formerly editor of the *C. T. C. Gazette*, and Stanley Cotterell, the founder of the *C. T. C.*, have been touring in Devonshire on a Coventry convertible. Mr. Welford writes: "All our experience proves how terribly awkward a non-convertible sociable must prove itself, even when the riders have nothing to do with trams at all."

M. ENG. PAZ, in 1869, wrote a letter to *Le Vélocipède Illustré* in regard to the therapeutic effect of bicycle riding. He recommends it very strongly for curing stiffness in the joints of the limbs, and that persons suffering from rheumatism, diabetes, and gout can obtain great relief from the exercise of riding the bicycle. This opinion of M. Paz is favorably commented on by the *Journal des Science Appliquées*; which journal, in speaking of the inventive side of the subject, says that a number of dreamers, as well as inventors, have spent time in trying to improve the wheel. As an example, somebody in America has invented a monocycle, which no one will ever have the pleasure to see in working order.

HOW MY FRIEND V—— REPLACED HIS BICYCLE BY A SOCIABLE.—During the summer of 1881 V—— and I used to pass every evening, as we returned on our wheels to the country, a beautiful estate, in which there lived an old doctor, who had retired from practice some years before, and who was afflicted with the happiness of having two pretty daughters, eighteen and twenty years old. We often noticed these young ladies, and V—— always returned in bad spirits if unable to catch a glimpse of

their red and blue dresses. One evening I was detained, for some reason, and followed V——, a hundred metres behind. These young ladies were on the steps of the mansion, and my friend, desiring to present his compliments to them, had slackened his pace. All at once I saw him let go his hat and take a header on to the grassy slope at the side of the road. I rode up, fearing that he had hurt himself badly; the young ladies, more frightened than myself, had already gone to help him, and were dragging him toward the house. My friend had done it on purpose, and got off with a slight sprain of the wrist, but had obtained an entrance to this house. A few months later I was bridesman, and V—— started for Switzerland on a sociable. He continues to use it. I now ride alone where before I had a companion, and I console myself with the thought that V—— has a charming sister-in-law, and that the grassy bank still lasts, and that there are more sociables to be had. — *Le Sport Vélocipédique*.

THE 'CYCLIST AND WHEEL WORLD ANNUAL for 1883, is as valuable and complete as the previous issues of this work. It contains much valuable information and should meet with a large sale. It is published by Iliffe & Son, Coventry, England.

THREE members of the Harvard Bicycle Club rode to Plymouth, Saturday. Roads fair. Hotel at Plymouth first-rate.

THE new firm of Stall & Burt are now ready to supply the Victor Rotary tricycle.

On the Star.

Click, click, click, click, the wheel goes round,
We're skimming o'er the frozen ground;
The air blows keen, our fingers smart,
The blood goes bounding through the heart.
The fields are mantled o'er with snow,
The ice king's stopped, the waters flow;
The leafless branches, brown and sere,
Sway sadly on the list'ning ear.
But what care we for frost or snow?
Our pulses throb, our heart's aglow,
Our cheerful voices, loud and free,
Are troling out the Star man's glee.
Let winter in an icy clasp
The flowing river firmly GRASP,
Or let his winds blow sharp and shrill,
And snow-flakes hide the distant hill;
He cannot make our stout hearts quake,
Nor can from us our pleasure take;
We'll push our wheels through clogging snow,
Or o'er the frozen river go.
No fearful fall o'er handle-bar
Awaits the rider of the Star;
Down hill may freely use the brake,
No fear he will a header take.
Some ridicule the jig-saw motion,
But better that unto our notion,
Then playing leap-frog on the stones,
To bruise the hands or break the bones.
Let each one ride what suits him best,
Time and the roads the surest test;
He laughs the best who laughs the last
And safely rides the perils past,
Where many a crank, with sudden lurch,
Falls headlong from his pig-skin perch.
High speed for safety's well exchanged,
But speed and safety both are claimed
By every rider of the Star.
This home machine no foreigner
From Briton's isle, nor yet from France,
That land of fashion and romance.
No Pope can any royalty claim
On this bicycle's wheel or frame;
'T was thought out 'mid the Jersey sands,
And put in shape by Jersey hands,
And Jersey riders near and far
Extol the working of the Star.

This wheel may *pater familias* ride,
Or octogenarian safe bestride.
Secure, no matter where he roam,
'T will bring him safely to his home;
Then mount, boys, mount, make no delay,
O'er stones or ledges we'll make our way. J. D. D.

LEAGUE OF AMERICAN WHEELMEN.

AMATEUR wheelmen everywhere are cordially invited to join the League of American Wheelmen. Applications for membership should be sent to Fred. T. Sholes, secretary, Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

THE Constitution, rules, and officers of the League are published in full in the special number of the *BICYCLING WORLD*, which may be obtained, post free, by sending 25 cents to the office of the *WORLD*.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

BOARD OF OFFICERS. President.—W. H. Miller, Box 245, Columbus, Ohio; Vice-President, A. S. Parsons, Cambridgeport, Mass.; Corresponding Secretary, Fred. T. Sholes, Cleveland, Ohio; Treasurer, William V. Gilman, Nashua, N. H.; Recording Secretary, Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES. RULES AND REGULATIONS.—W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me.

RIGHTS AND PRIVILEGES.—A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

MEMBERSHIP.—E. K. Hill (chairman), 424 Main street, Worcester, Mass.; Henry W. Williams, 25 Washington street, Boston, Mass.; Chas. P. Shillaber, 124 State street, Boston, Mass.

RACING BOARD.—S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.; James Denniston, Ellsworth Ave., Pittsburg, Penn.

RAILROADS.—Burley B. Ayres, 189 Michigan avenue, Chicago, Ill., (Chairman); N. M. Beckwith, 21 W. 37th street, New York; J. W. Pero, Fremont, Ohio. Auxiliary Committee.—W. A. Friese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; Dr. G. L. Henderson, Kansas City, Mo.; W. H. Miller, Columbus, Ohio; C. D. Standish, Detroit, Mich.; Geo. D. Gideon, Philadelphia, Pa.

APPLICATIONS.

Editor Bicycling World.—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, Cor. Sec., *pro tem*.

LARAMIE BI. CLUB:	
3620 H. A. Wagner,	Laramie, Wyoming.
3621 Nellie E. Cortell,	" "
3622 H. C. Barrow,	" "
3623 H. T. Marsh,	" "
3624 Geo. A. Garrett,	" "
3625 James Clark,	" "
3626 Wm. N. Knabe,	" "
MASSACHUSETTS BI. CLUB:	
3627 Winthrop Tbayar,	Add.
50 Oliver street, Boston, Mass.	
3628 Philip S. Rust,	" "
3629 Geo. C. Ainsworth,	" "
Hoffman House,	
3630 Samuel J. Brown,	" "
care Van Brunt & Howe,	
OSWEGO BI. CLUB:	
3631 Frederick A. Dixon,	Oswego, N. Y.
3632 W. J. Nicholson,	" "
3633 N. L. Bates,	" "
3634 C. B. Pool,	" "
TROY BI. CLUB:	
3635 W. J. Wyley,	Add.
care J. L. Thompson, Lowe & Co., Troy, N. Y.	
UNATTACHED:	
3636 Robert C. Folger,	Albany, N. Y.
CORRECTION:	
3586 W. H. Sayne, Jr.,	Bethlehem, Pa.
3540 Harold W. Hanford,	Waterford, N. Y.
3562 A. A. Strout,	26 East Brookline street, Boston, Mass.

Transportation.

THE entire system of the Pennsylvania Company has issued instructions to baggagemen to carry bicycles free.

This embraces the following roads: Pennsylvania Railroad; Pittsburg, Fort Wayne and Chicago; Pittsburg, Cincinnati and St. Louis (C. St. L. and P.); New Castle and Beaver Valley; Lawrence Railroad, Ashtabula and Pittsburg, Erie and Pittsburg, Cleveland and Pittsburg, N. W. Ohio, Meadville Railway, Alliance, Niles and Ashtabula, Jeffersonville, Madison and Indianapolis, Indianapolis and Vincennes. The Chicago, Milwaukee and St. Paul Railway has also issued the usual circular covering 4,000 miles of railway in the Northwest. The Indiana, Bloomington and Western Railroad, Valley Railway and Cleveland, Akron and Canton Railways issue general instructions to carry bicycles free.

B. B. AYERS, *Chairman.*

CHICAGO, 21 April.

CYCLISTS' TOURING CLUB

APPLICATIONS — A. B. Johnson, 23 E. 61st street, N. Y. city; Alonzo Williams, 95 John street, Providence, R. I.; Miss A. A. Johnson, Newbury, Mass.; Edmund G. Thurber, 1 Greenwich street, Providence, R. I.; J. Q. A. Johnson, 6 Warren street, N. Y. city; W. H. Thomas, Jr., 100 So. Charles street, Baltimore, Md.; G. W. Halliwell, 290 Main street, Poughkeepsie, N. Y.; Miss E. L. Johnson, Newbury, Mass.

THE new uniform can be obtained of C. H. Thwing & Co., Boston.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

VICTOR M. HALDEMAN. — We had anticipated you, and, as you will see in our last issue, we advocated just such an expenditure of League funds.

W. M. WOODSIDE, John W. Wilson, C. J. Young, and Chas. Smith will find letters for them at this office.

A. P. E., Philadelphia. — There are several manumotive machines made which we think would meet your requirements. The Velociman, made by Singer & Co., Coventry, England, seems as good as any. The others are the Bedford, made by G. Wootter, 4 Gower street, Bedford, England; the Favorite, made by the Manchester Tricycle Company, Manchester, England; the Hand-lever Excelsior, made by Bayliss, Thomas & Co., Coventry, England; and the Lever, made by the Toledo Steel Company, Ryland road, Kentish Town, London, N. W. Write to the above for fuller information.

C. B. O. — Your club news was very late. We had already noticed your club election in a previous issue.

H. D. W. — Have sent marked paper with names you wish. Write to B. B. Ayers, Chicago, for the further information you wish.

2324, Marshall, Mich. — We noticed your club in last week's issue. Let us hear from you often.

LOUIS CASPER and T. S. Rust. — Thanks. Our special representative furnished us with a report.

W. J. M. — Thanks, for compliment and news. We appreciate both. Will write you in a few days.

FIXTURES

Saturday, 28 April:
Boston Bicycle Club headquarters, 4 o'clock, to Chestnut Hill.

Massachusetts Bicycle Club headquarters, 4 P. M., run.

Sunday, 29 April:
Boston Ramblers headquarters, 10 o'clock, to Lexington.

Boston Bicycle Club headquarters, 10.30, to Medford.

Tremont Bicycle Club, 3 P. M., to Waltham.

Monday, 30 April:
Boston, Prince v. Le Roy.

Wednesday, 2 May:
Marblehead Bicycle Club, annual meeting and supper.

Saturday, 3 May:
Boston Bicycle Club headquarters, 3 P. M., to Newton.

Sunday, 6 May:
Tremont Bicycle Club, 9.30 A. M., to Cobb's.

Boston Bicycle Club headquarters, 10 A. M., to So. Natick to dinner.

Friday, 11 May:
St. Louis, Club races.

Saturday, 12 May:
Boston Bicycle Club headquarters, 4 P. M., to Cobb's, for night.

St. Louis, Club races.

Tremont Bicycle Club, 4.30 P. M., to Chestnut Hill.

Sunday, 13 May:
Tremont Bicycle Club, 3 P. M., to Echo bridge.
Boston Bicycle Club, rendezvous at Cobb's, 3 P. M., for return to city.

Wednesday, 16 May:
Harvard Club race meeting, Beacon Park.

Sunday, 20 May:
Tremont Bicycle Club, 9.30 A. M., to Hingham.

Saturday, 26 May:
Boston Bicycle Club leave Springfield for New York.
Boston Union Athletic Club games.

Sunday, 27 May:
Tremont Bicycle Club, 3 P. M., to Newton.

Monday, 28 May:
New York, L. A. W. Meet.

Wednesday, 30 May:
Tremont Bicycle Club, 9.30 A. M., to Salem.

Saturday, 2 June:
New York, L. A. W. one-mile championship race, and two and five-mile championship of America.

Friday, 8 June:
Moorstown, N. J., races (particulars later).

Saturday, 9 June:
Champion City Club go into camp.

Tuesday, 12 June:
Citizens' Club, annual meeting.

Monday, 18 June:
Portland Club start on tour.

Saturday, 30 June:
Milwaukee Club, fourth annual tour.

Sunday, 1 July:
Chicago Bicycle Club start from Ann Arbor on Canadian tour. Wheelmen desiring to join in the tour are invited to do so. Address the secretary, 189 Michigan avenue, Chicago.

Tuesday, 18 September:
First day of Springfield Club tournament.

Wednesday, 19 September:
Second day of Springfield Club tournament.

Thursday, 20 September:
Third day of Springfield Club tournament.

Closing of Entries.

1 MAY. — Entries close for two-mile bicycle race, handicap. Medals to first and second. Fee, 25 cents for event, and 50 cents admission to the grounds. To Charles Cobb, secretary Polytechnic A. A., Brooklyn, N. Y. Games, 5 May.

5 MAY. — Entries close for one-mile bicycle race, handicap. Gold medals to first and second, and silver to third. Fee, 50 cents. To Charles McDougall, Jr., secretary Crescent A. C., 128 West Forty-fourth street, N. Y. Games, 12 May.

12 MAY. — Entries close for four-mile bicycle race. Fee, 50 cents, Staten Island A. C. Games 19 May.

13 MAY. — Entries close for one-half, one, and three-mile bicycle races open to college men, and one and five-mile races open to all amateurs. Prizes to be silver cups, gold and bronze medals. To F. W. White, secretary Harvard Bicycle Club, Holyoke buildings, Cambridge, Mass. Meeting 13 May, at Beacon Park. L. A. W. rules to govern all contests.

19 MAY. — Entries close for two-mile bicycle race. To B. W. McIntosh, secretary Intercollegiate A. A. Address P. O. Box 442, Princeton, N. J. Games, 26 May, 1883.

23 MAY. — Entries close for one and five-mile bicycle races and one hundred-yards slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, secretary Pulman (Ill.) A. C. Games, 30 May, 1883.

26 MAY. — Entries close for one-mile bicycle race for championship of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred Jenkins, P. O. Box 444, N. Y. Championship games 2 June, open only to members.

26 MAY. — Entries close for two and five-mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Bateau, secretary N. A. A. A., P. O. Box 3478, N. Y. Games, 2 June, 1883. Gold, silver, and bronze medals.

Sept. 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen

everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows: —

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of *BICYCLING WORLD*, and to continue six months, — five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies free to every wheelman.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars, address

THE SPRINGFIELD BICYCLE CLUB,
Springfield, Mass.

HENRY E. DUCKER, *Pres.*

A. L. FENNESSY, *Sec.*

FOR SALE OR EXCHANGE.

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BARGAINS. — A 46-inch Standard, \$55; a 48-inch D Pacer, \$60; a 50-inch Standard, \$50; a 50-inch Standard, half-nickelled, \$55; a 50-inch H. F. Harrison, balls, \$75; a 52-inch H. F. Harvard, full-nickelled, \$100; a 54-inch H. F. Harvard, half-nickelled, \$75; a 54-inch H. F. Harvard, full-nickelled, cradle-spring, excelsior cyclometer, rubber handles, equal to new, \$125; a 56-inch H. F. Harvard, extras, ditto, \$100; a 57-inch Club Racer, hardly used, \$90; single and Sociable tricycles, half cost. L. H. JOHNSON, Orange, N. J.

FOR SALE, \$130 — A 52-inch Harvard Roadster, full-nickelled, including felloe; used six weeks; ball bearings to wheels; reason for selling, too small. Address F. F. SEAVEY, Canton, Mass.

FOR SALE. — A full-nickelled 58-inch Harvard Roadster, in good condition; price, \$100; will be sent for examination on receipt of express charges both ways. A. J. EDDY, Flint, Mich.

FOR SALE. — A 52-inch half-nickelled Harvard bicycle; used but little, and in good condition. R. H. LUCE, 132 Tremont street, Boston.

FOR SALE. — A 48-inch Standard Columbia; price \$48. Inquire of W. G. CLARK, No. 50 Temple Place, Boston, Mass.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 46-inch Harvard bicycle, in good condition, full nickelled, except wheels; price, including handy tool-bag and hub-lamp, \$80; or will give in part exchange for 50 or 52-inch machine, British Challenge preferred. Address A. L. G., Box 1202, Worcester, Mass.

FOR SALE.—A 50-inch bicycle, perfect order; price, \$55; has had but very little use. Address BICYCLE, care Creedmore Stables, 83 and 85 Seventh street, Brooklyn, E. D.

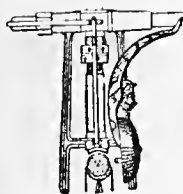
TRICYCLE FOR SALE.—A Coventry Rotary; half of convertible; balls to all wheels, and pedals fits, adjustable handles, dress-guard, saddle; used but little; purchaser can at any time order other half, and have a Sociable. Address H., this office.

FOR SALE.—A Harvard Tricycle, in first-class order; now having a coat of enamel put on; will sell for \$100. W. W. STALL, Brighton, Mass.

FOR SALE.—A new 54-inch bicycle, ball bearings, never been used; can be seen at this office, 8 Pemberton square, Boston.

FOR RACING MEN.—A 55 inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

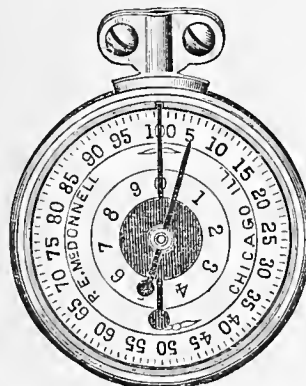
EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

A CYCLOMETER



For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolute-

ly water and air tight. The cut is exact size of instrument, which weighs only 24 oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.

108 Madison St. . . . CHICAGO.

For Sale by Dealers Generally.

THIRD ANNUAL MEETING

OF THE

League of American Wheelmen,

AT

NEW YORK,

MONDAY, MAY 28TH, 1883.

PROGRAMME.

In the morning, the business meeting of the League will be held; in the afternoon, the parade; and the evening, the banquet, to which the Mayor and officials of New York will be invited. Full particulars will be published from time to time in the Wheel press.

COMMITTEE OF ARRANGEMENTS.

PARADE.—N. M. BECKWITH, Chairman, 21 West 37th street, New York.

STORAGE.—T. C. SMITH, Chairman, 40 Warren street, New York.

FINANCE.—R. NELSON, Chairman, 87 Gold street, New York.

CORRESPONDENCE AND PRESS.—FRED. JENKINS, Chairman, 22 New Church street (Box 444), New York.

TRANSPORTATION.—FRANK EGAN, Chairman, 38 Broad street, New York.

RECEPTION.—FRED. G. BOURNE, Chairman, 25 West 23d street, New York.

HOTEL AND DINNER.—W. A. BRYANT, Chairman, 12 Maiden lane, New York.

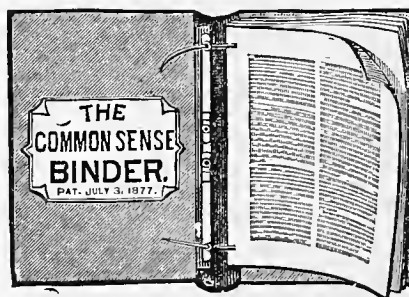
A hearty invitation is extended to all wheelmen, League members, clubs, and unattached.

Western Adventures of a Bicycle Tourist.

An interesting and spicy history of Will Rose's trip "on the wheel" from Danville, Ill., to Cheyenne City, W. T., with full particulars of the roads through Illinois, Iowa, Nebraska, and part of Wyoming. Full of fun and interest to bicyclers. Illustrated. Just out. Price, 20 cents. Ten copies, \$1.50.

WILL ROSE, "Wheelman," Danville, Ill.

Preserve Your Papers.



Use the COMMON SENSE BINDER. Free from complicated fixtures. Simple, durable, and practicable. Subscribers to the BICYCLING WORLD supplied with size to suit at \$1.00. Sent by mail, postage paid.

E. C. HODGES & CO.,

BOSTON.

BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

GUMP BROS.

DAYTON, OHIO,

For large Illustrated Price List of New and Second-Hand Machines.

Second-hand Tricycles wanted.



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

PERFECTION BICYCLE LOCK.



Pat. applied for.

No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Has so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

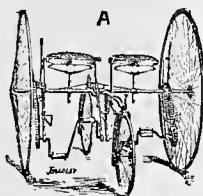
Price, \$1.75; nickelled, \$2.00.

Sent postpaid on receipt of price. Liberal discount to trade.

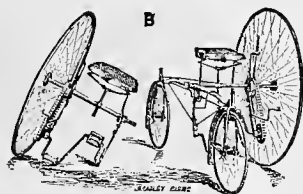
H. M. STILLWELL,

149 STATE STREET,
ROCHESTER, N. Y.

Safety, Speed, and Comfort.



THE COVENTRY CONVERTIBLE



THE COVENTRY CONVERTIBLE "DETACHED"

For cut of Facile bicycle see *WORLD* of April 13 and *Wheel* of April 20; also advertisements here to follow.

THE WONDERFUL "FACILE,"

Whose success and development as a Roadster has been the one phenomenon in bicycling in England during the past eighteen months, has already attracted much attention from American Wheelmen who keep awake and in pace with the times. The undersigned, having obtained the **SOLE AND EXCLUSIVE CONTROL** of this machine for America, is now prepared to supply it. Price of the Special "Facile" (with hollow forks and ball bearings throughout) will be about \$135. While it is not intended to supply to order only, the supply will not for the present very largely exceed the visible demand, and orders will be filled in their turn. *Promptness in giving them is especially urged.* Cable used when needed.

TRICYCLES.

The celebrated "Coventry" Tricycle, in its three forms of No. 1, "Central Geared;" No. 2, "Single;" and the "Convertible Sociable" (for either one or two riders), with ball bearings and every known improvement, also supplied on favorable terms to order only. For either of these machines, which are a distinctive type, orders will be forwarded per cable whenever necessary. Tricycles ordered per cable will leave the works in Coventry fourteen days after the order for them is received by me, and will leave Liverpool about two days later.

For price-lists and further information apply (temporary address) to

JULIUS WILCOX,

Agent and Att'y for M. M. WILCOX,

53 FULTON STREET - - - NEW YORK.

Licensed by Pope Mfg. Co.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

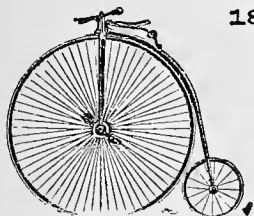
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

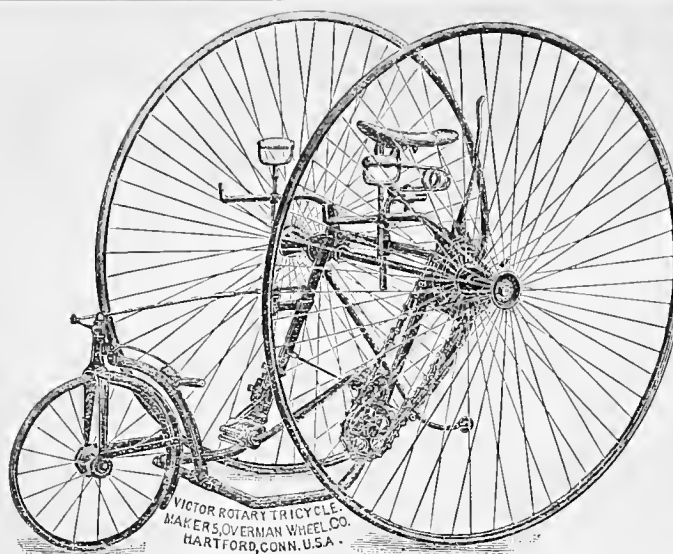
RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address **L. M. RICHARDSON**, Bicycle Agent, Milwaukee, Wis.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. **E. C. HODGES & CO.**, 8 Pemberton square, Boston. [Copies with various racy mss. additions may be had of J. G. DALTON, 53 Union Park, Boston, on receipt of fifty cents.]

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Curtis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the *WORLD* can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, compressed into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. Arab Cradle Spring, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$150.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except fellows, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

AGENTS FOR

Samuel T. Clark & Co., Baltimore, Md., and the Overman Wheel Co., Hartford, Conn., as above, Etc.,

Will shortly open their new Salesroom at

Odd Fellows Hall, 509 Tremont Street,

—:—: **BOSTON, MASS.** —:—:

The VICTOR ROTARY in stock ready to deliver, \$150.

Communications may be addressed to W. V. BURT, 488 Columbus Avenue, till May 1st.

W. W. STALL.

WM. VINAL BURT.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 4 MAY, 1883.

Volume VI.
Number 26.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

C. H. THWING & CO. MERCHANT TAILORS, 410 WASHINGTON ST.

Our aim is to give fine goods at medium prices.

O. A. Atkinson.

WHEN YOU SEE "HARRINGTON'S ENAMEL"

Stamped on Frame of Your Bicycle You
will Know

That it will not chip off nor crack.
That it will look well while machine lasts.
That you can leave it months without attention.

That neither mud nor salt water will hurt it.
That you can borrow a machine to rub, as yours won't need it.

For prices and particulars, address the
sole American proprietors.

OVERMAN WHEEL CO., Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



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Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

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J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 4 MAY, 1883.

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FORA.

OUR esteemed New York contemporary, in a timely editorial, offers a few hints on riding-form. It is doubtless a most excellent thing to cultivate good form, and perhaps too much attention cannot be paid to this. Many riders, while endeavoring to ride erect, are too apt to assume either a stiff and awkward uprightness or lean back at a considerable angle, as if in momentary fear of

coming a cropper. The latter position is as likely to impress the public unfavorably as the sight of a rider craning forward in the most exaggerated grasshopper fashion. The former, too, is much more likely to cramp the chest and round the shoulders than the latter. One of the chief agents leading to this is a short and high handle-bar. There are certain causes which oftentimes lead to the faults in form of which our contemporary complains. For instance, in nine cases out of ten, the rider bows out his knees in riding too small a machine. When illy fitted in this respect it is very difficult to do otherwise. To correct this fault, which is by no means an uncommon one, we would advise any who may have fallen into it, not only to try and keep their knees close to the fork of their machine, but also to see that the machine itself is a good fit. We have answered, in one way or another, many inquiries regarding the proper size of machine to ride, but we must take the space to allude to this subject, as many of our readers are novices and in need of a few hints on this and kindred matters. When the pedal is at its lowest point, the rider, while sitting in an easy and erect position, should be able to slightly raise himself from the saddle without unduly pointing his toe in leaning sideways. To lay down any hard-and-fast rule is not conducive to the selection of the best fit, and we advise care in following any table of sizes. Many principal makers have recognized this fact, and turn out wheels in odd sizes. Many of our novices, and old riders, too, make a great mistake in not paying more attention to the throw of the crank. Nothing is so distressing to us, in its absurdity, as to see a powerfully-built fellow propelling, say, a 48-inch wheel, with a 6-inch crank, and yet it is not an uncommon sight. It is unnecessary to dilate upon this point, as it will be seen that a small wheel does not require the same leverage as a large one. Our short-legged riders are not built to be suited by the same throw of crank as their more lengthy brethren. This brings us to what we have frequently discussed in connection with adjustable cranks for tricycles, viz., "personal stroke." Each rider has what, in walking, we call "gait"; in 'cycling we call it "stroke"; and, as the stride of the walker must be free and natural, so, also, to be effective and comfortable, must be the stroke of the 'cyclist. An unnaturally long stride

may do for a short distance, but will soon prove irksome. The same theory and practice applies with equal if not more force to the rider of the bicycle or tricycle. Here, again, we would not lay down any hard-and-fast rule, but for average road riding a crank one twelfth the diameter of the driver will be found about right. For racing or for use on smooth roads a little shorter crank can be safely used. When spurring a short crank is less liable to cause the machine to wobble. We might allude at length to the question of tread affecting form, but as all first-class makers are turning out machines with fairly narrow tread it is unnecessary to devote the space to it.

The rocking or pumping motion may or may not be accounted a fault in form. It is far from graceful, and, therefore, should not be cultivated. To many riders it is the easiest way to obtain the requisite power. While the too small wheel may cause the bow-leg fault, it is very often that riding too large a machine will result in the rocking habit. So, as a summary, we may say that the first requisite to good form is a machine that fits.

WOODSTOWN LAW.

THE following is the ordinance passed 2 April, by the mayor and council of Woodstown, N. J., restricting bicyclers from riding on the streets and sidewalks of that town.

"And be it ordained by the authority aforesaid, for the protection of persons and property: That any and all bicycle riders are hereby forbid riding on the footpaths or streets of this borough. Any person or persons offending against this ordinance shall be liable for each and every offence to pay a fine of not less than \$1.00 nor more than \$10, with costs of conviction."

Woodstown has 1,200 inhabitants, and, having been made a borough about six months ago, its mayor (who hangs out his shingle thus: Wm. H. Reed, attorney at law) and council evidently felt that they must be doing something. The history of the case is something as follows: A month or so ago a boy on an iron-tired bone-shaker was thrown from his machine, scaring two teams. The owner of one demanded damages, fifty cents, which was promptly paid. The other team was damaged to the extent of one dollar and a half, but the owner asked for no remuneration. Both owners made complaints to the mayor, and at the next meeting of the council

they passed the above ordinance. The bicycle riders of the borough looked the matter up, and, being convinced that the ordinance was illegal, informed the mayor and council of the fact, and asked for a reconsideration. The council disregarded the letter of the bicyclers and the latter disregarded the ordinance of the council. This action of the bicyclers caused some stir in the little town, and newspaper correspondents from there commented upon the matter in various publications. The general feeling seemed to be that the ordinance should be enforced or repealed, but as yet no action in the matter has been taken. The 'cyclers of Woodstown are awaiting results, and should an attempt be made to enforce the ordinance a test case will be the result. The law is so clear that it is unnecessary for us to renew it here, but we trust that some immediate action will be taken in the matter, that our Woodstown brothers or visiting wheelmen may not be inconvenienced by such an unjust and illegal ordinance. If Mayor Reed is a lawyer, as he claims to be, he will be able to appreciate the fact that bicyclers have a legal right to the public highways. The L. A. W. committee should forward to him immediately a copy of the decisions they have had printed.

THE League railroad committee is doing good work in securing concessions from our transportation companies. It is rather surprising, however, that the life of the committee is entirely in the west. Massachusetts, where there is more need of free transportation than anywhere else, has done little or nothing in this respect. The number of race meetings, etc., in this vicinity which distance or roads will not admit of club riding to, but where parades call for the use of machines, makes the item of fare for machines amount to considerable in the course of a year. We have no desire to criticise any particular members of the committee, but it is a noticeable fact that where we are in most need of working members we have the fewest. It might be a good idea to secure free carrying of machines for League members only on presentation of membership certificate, but, whether the benefits be limited or not, we say let the good work go on and the reward will come.

SOME of our contemporaries seem much exercised over the prevalent use of the words "bike" and "trike." One of

them suggests that their use should be confined to "gents" who originated them. This by imputation is a reflection upon the breeding and social standing of many of our leading wheelmen. From a literary point of view our contemporaries are doubtless right, and these words which have raised such a tempest in a teapot are certainly not good English. But where's the harm resulting from such expressions? They are economical and have a crispness about them which serves to vary the monotony of the continual use of bicycle and tricycle. Even our prudish contemporaries would call a New Yorker a gent for referring to the "L" road or for speaking of riding in a "bus," or of sending a "telegram," or of using any of the hundred other abbreviated forms of expression which are sanctioned by usage. Popular opinion and general custom are not to be opposed with impunity. They are, metaphorically speaking, walls which it is not safe to run one's head against. "Bike" and "trike" it is, and "bike" and "trike" it will be until something more striking or better is suggested. Our contemporaries will do well to accept the inevitable with as good grace as possible. One might as well be a "gent" as a "snob."

THE Yankee tendency to invent something novel has led a Chelsea crank to turn out the most wonderful abortion in the wheel line which it has been our misfortune to have seen. It consists of a large wheel, about eight feet in diameter, inside of which the rider sits. In the rear are two wheels, about three feet in diameter, which act as steerers and prevent the thing from capsizing. The seat, which is like an ordinary arm-chair, is held in a boat-shaped frame and the propelling is obtained by levers and cogs. It was out of order when we examined it, and there was no space in which to try it. Altogether the affair is startling, and, unless we are much mistaken, will prove a disastrous failure.

OUR readers will notice that a correspondent has "plumped" in favor of seats for tricycles. We have our own idea on the matter, but will allow space to any of our readers who may wish to express his views. Bicyclers naturally take to the saddle when riding the three-wheeler. Those who like to discuss practical subjects will now have an opportunity, and can go at it "hammer and tongs."

THE miserably constructed toys yclept bicycles, on which our rising generation are struggling for a place in the 'cycling world, cannot but result in harm. It is not conducive to the best physical development to put our youngsters on machines which are opposed to all that is good in a bicycle. It is poor economy to buy such a mount, even though it is but a boy who is to ride. It is not "good enough for him," and any of our readers who have children or brothers will do well to see that if they are to ride they have the best. A growing child is much more likely to be injured permanently by riding an ill-fitting or poorly constructed wheel than an older person, whose bones and muscles are well and firmly knitted.

THE race now taking place at the Casino is advertised in an attractive manner as a contest between bicycles and horses. It is not so, however. It is merely a question of endurance between one man and two. If the race is a square one and there are no accidents, the bicycle riders will win, as their opportunity for rest is much greater than that of the horseman. Either Prince or Woodside will be on the track continuously during the ten hours, and should Le Roy stop for any purpose, as he must do, the bicyclers will be making a clear gain. It would be a most surprising thing if, under these conditions, Le Roy should win. The horses may last, but he cannot if pushed.

IN our issue of 20 April we copied a decision from the *Federal Reporter* that had been rendered against the Pope Manufacturing Company. When we gave this item of news we presumed it would be of interest to our readers and appreciated by them, and we believe it was. But while it interested bicyclers it does not seem to please the editor, or rather editors of the *Wheel*, who, in their last issue, find fault with us in a most peculiar manner. While we pass by, as unworthy of notice, the personal slurs contained therein, we feel justified in calling the attention of our readers to the suspicious way in which our esteemed contemporary not only suppressed the news, but actually assails us for publishing it. We do not care why the decision was rendered. It was rendered, and stands to-day as the decision of the circuit court, that the reissue of the Lallement patent is invalid. The public had a right to know it. We pro-

pose to give to our readers all the news that we can obtain, and not suppress that which does not favor our largest advertisers. As the editorial contributor of our esteemed contemporary is attorney for the Pope Manufacturing Company, we do not wonder that it should assail us or make a feeble defence at this late day. We do not intend to defend our means or methods, as we deem it unnecessary. We shall continue to give all the news we can obtain candidly, impartially, and without any reference to the interest of any manufacturing corporation, its learned counsel, or its especial organ.

RACING NEWS

PRINCE AND WOODSIDE VS. LE ROY. — The six-day race between John S. Prince and Wm. M. Woodside, bicyclists, and Chas. H. Le Roy, horseman, began at the Casino, on Monday last, at 12.30 P. M. By the terms of the race it is to continue ten hours a day for six days; Le Roy will ride fifteen different horses, and the bicyclists will alternate on their wheels, riding an hour each. Though we have not been accorded the usual courtesies of the press, we feel that we must make a record of the affair in the interest of our readers. At the end of the first day the score stood: Le Roy, 170 miles 3 laps; Prince and Woodside, 164 miles 3 laps. The contestants have neatly appointed retiring huts, draped in bunting. Le Roy's is at the right of the grand stand, and is surmounted by a gold eagle. Mr. J. Ramsey is keeping a general eye on his interests, while George W. Colvell looks out for his personal comfort. Prince and Woodside lodge together at the upper corner of the rink. They are attended by Samuel A. Miles, an ex-pedestrian from New York. The referee of the match is Mr. J. G. Stuart, Jr. The judge for Le Roy is Mr. A. C. Richardson, and the judge for Prince and Woodside Mr. Francis M. Ware. The contestants retire at 10.30 o'clock each evening, and reappear upon the tracks at 12.30 the next day. Le Roy's horses are well cared for at a range of stalls erected just back of the Casino building, and include the following: Br. g. Ginger, b. m. Hattie, ch. m. Caramel, ch. m. Sara, ch. g. White Stockings (known as a steeple chaser), br. g. Toto, ch. m. Biddy Malone, b. m. Mollie Maguire, ch. g. Sam, b. g. Jacobite, br. g. Bruno, and the mare Sandal, reared by P. A. Lorillard, with a running record of a mile in 1.46. Several other animals with fair records are in reserve, to be drafted in case of an emergency. Prince, who is weighing about one hundred and sixty-five pounds, rides two Expert Columbia machines, measuring fifty-two and fifty-three inches, and weighing thirty and thirty-two pounds respectively. Woodside, who tipped the scales at one hundred and sixty-six, rides a 56-inch Sanspareil, weighing thirty-five

pounds, and a 57-inch Humber, weighing thirty-two pounds. The track used by Le Roy measures five and a third laps to the mile; that used by Prince and Woodside six laps to the mile. We shall give the full score next week.

SECOND DAY. — Le Roy was thrown from his horse and dislocated his shoulder. His place was supplied by F. M. Ware who continued the race. Score: Horses, 303 miles. Bicycles, 312 miles, 3 laps.

MR. W. H. REED, of Cincinnati, challenged Mr. Harry Hall to a race for the five-mile championship medal, and the event came off 26 April at Power Hall. Hall won in 17.56.

TWENTY-MILE PROFESSIONAL CHAMPIONSHIP, BELGRAVE GROUNDS, LEICESTER, ENGLAND, 14 APRIL. — About 3 000 spectators were present at the above place to witness the third contest for the twenty-mile professional bicycle championship. The starters, R. Howell, Wolverhampton (ten and twenty-mile champion); F. Lees, Sheffield (one hundred-miles champion); C. R. Garrard, Coventry; R. James, Birmingham; H. O. Duncan London; P. Kaye, Wolverhampton; S. Vale, Bloxwich. Keen, De Civry, Barlow, and Wood were entered, but did not start. The track measures four laps to the mile and was in good condition. The start was made about six o'clock, at which time a strong wind was blowing. Upon receiving the signal James took the lead, with the others in close attendance. The pace was slow, the first mile being ridden in 3m. 25s. On the third lap of the third mile Howell went to the front with a rush and continued spurting until, on the fifth mile (16m. 10s.), he had lapped Duncan, Kay, and Vale, with Garrard and James only fifty yards in front. On the sixth mile he had lapped all his opponents and contented himself with staying on the hind wheels of Garrard and James. Howell held the lead at ten miles, which were covered in 32m. 4s. Howell continued to occupy the premier position and eventually won the race by nearly a lap, in 1h. 5m. 1s. Lees and Garrard had a close race for second place, the former winning by a yard.

CURRENT CALAMO

WE are requested to state that Stoddard, Lovering & Co. are the sole agents for Rudge & Co.'s machines in this country, and that all importations must be made through them.

J. G. DALTON has brought suit against H. F. Milliken, in the superior court, for injuries sustained by being run into by the latter. The amount of the *ad damnum* in the writ is \$1,000. H. E. Bolles and Geo. A. Sawyer are attorneys for the plaintiff.

THE Pope Manufacturing Company intend to construct a light roadster bicycle, to be known as the Veloce.

H. H. GAGE will represent S. T. Clark & Co. in Haverhill, Mass.

THE Overman Wheel Company has retained Gov. Butler as counsel.

WE have been trying the Facile, and hope to have something to say about it next week. The machine can be seen at the rooms of the Cunningham Company for four or five days.

TRICYCLE riders who would like to participate in an all-day run will please communicate with J. S. Dean, secretary Boston Tricycle Club, this office.

THE Central Park commissioners have granted the use of the park for the League parade, between the hours of 3 and 5.30 P. M. The line will form on Fifth avenue, at 2 P. M., the right resting on 72d street. It will then move down the avenue to 59th street, and countermarch up Fifth avenue to 116th street, through to Seventh avenue, down to Central Park, and through the west drive to 59th street, back through the park to 72d street, to Riverside drive, to 120th street, past the residence of Gen. Viele, one of the park commissioners, and return the same way to Mount Tom, where a photograph will be taken, — probably by Pach, — after which the parade will be disbanded.

THE following patents have been issued: 275,485, a bicycle bell, to H. B. Hart, Philadelphia; 275,910, a bicycle spring, to E. K. Hill, Worcester.

THE April issue of the *C. T. C. Gazette* has just come to hand. Members who have complained of its non-arrival have doubtless received theirs by this time.

THERE is a certain air of mystery which pervades the 'cycling camp in this city, from which the inference may be drawn by an observing man, that something of more than ordinary interest is about to transpire. It is rumored that a prominent manufacturing company is agitated about some matters which may be made public soon. We are in possession of certain facts which we would be pleased to give to our readers, but we cannot do so without breach of confidence. Next week we shall be in a position to tell what we know about the matter.

WITH this number we close the sixth volume of THE BICYCLING WORLD.

THE Coventry rotary tricycle outnumbered those of any other kind at the meet last week.

Tricycle Meet.

THE first meet of the tricycle riders of Massachusetts, promoted by the Boston Tricycle Club, took place Wednesday, 25 April, at Trinity square, in this city, about three o'clock in the afternoon. Tricyclers might be seen on the various streets in the vicinity of the appointed place wending their way towards Trinity square. The meet was very informal, and, previous to the arrival of the photographer, an hour or so was spent in discussing and testing the merits of the various tricycles on the ground. Quite

a commotion was created by the entrance into the square of Mr. Parsons on his double, with an auxiliary seat attached to his machine, on which he carried his child. The photographs were taken in front of Trinity Church. After several negatives had been secured, those present wheeled out of the square, under the leadership of Capt. Everett, and took a short run about the city, returning to the place of meeting, where the party broke up, some going in one direction and some another. The run to Chestnut Hill reservoir was given up on account of the rain the night before, which it was feared would render the roads muddy. This was a mistake, as we, in company with a few others, ran to Brighton, and found the roads excellent. The following is a list of those present and their mounts: A. L. Atkins, Arab; W. V. Burt, Coventry Rotary; C. L. Clark, Victor Rotary; Wm. Shakspeare, Coventry Rotary; G. L. Parmelee and friend, Coventry Convertible; J. T. Dyer, National; H. W. Williams, National; C. F. Joy, Royal Salvo; J. F. McClure, No. 2 Challenge; P. L. Aubin, Harvard; W. B. Everett and Theo. Rothe, Coventry Convertible; F. W. Weston, National; A. S. Parsons, F. H. Ruggles, and child, Coventry Convertible; Abbot Basset, single half of Coventry Convertible; H. D. Corey, Apollo; A. A. Pope, Royal Salvo; E. W. Pope, Royal Salvo; W. W. Stall, Victor Rotary; and J. S. Dean, Coventry Rotary No. 1.

Two-Track and Convertible Tricycles — Choice of a Sociable.

I AM greatly indebted to Mr. A. J. Wilson for his kind indorsement of my remarks on combination tricycles, for I know him to be one of the highest authorities on the three-wheeler in cycling circles; may I, however, be permitted to call his attention to the fact that I did not say that a two-track machine was disadvantageous in *all* cases; that of the Iowa gentleman is exceptional, and could not exist upon our Eastern roads, where the central steering three-tracker is perfectly practicable. I presume that, aside from the question of tracking, the superiority of the central-steerer, with its balanced wheel base (Salvo, Cheylesmore, etc.), over the side-steerer (Dual single, Coventry rotary, etc.), having an unbalanced wheel base, is universally admitted. Mr. Wilson's recommendation of the Dual convertible "wherever it will be used *mostly* as a double," fully corroborates this.

"For American use" this gentleman considers the new tubular Salvo sociable especially suitable, although he fails to tell why, but the assumption is that it is a particularly stout machine, the majority of our British cousins believing American roads to be of the poorest description imaginable; so, indeed, many of them are, but Mr. Wilson should bear in mind the immensity of our continent, and it will then be easy to understand that there are sections in the States almost as large as England herself in which the finest

class of roadways preponderate. Iowa is unfortunately not among them. In these districts the best machine for European use is the best for ours. If a lady is to occupy a seat on the sociable I must beg to take exception to Mr. Wilson's choice and to cast my vote strongly in favor of the Cheylesmore. Now I will give a *reason* for this choice. The worst feature of tricycling for ladies, with reference to the action, is that necessitated by the use of foot-rests. Whenever the lady cyclist wishes to coast or to rest upon the level — and in a long run this can often be done without adding perceptibly to her companion's exertion, and is of the greatest benefit to her — she must take her feet from the pedals and carefully place them upon the foot-rests situated either in front of the flying cranks — in which case her limbs are in dangerous proximity to them — or wide apart on each side, involving a position anything but graceful. Then when the pedals are to be retaken, the tricycle must be slowed up considerably, the dress-skirt making it practically impossible to catch the treadle when revolving at some speed, — every one knows that a sharp rap on the ankle does not add to one's enjoyment of life.

In the Cheylesmore all this trouble is done away with by applying the patent clutch on the lady's side, which enables her to stop pedalling or to resume it instantly, does away with foot-rests, and affords a graceful position, without ever showing the boot, while resting. With a good brake and the ability of her stronger companion to back-pedal, there is no advantage in the lady rider's inability to do so, as there might be in applying the clutch to a single machine or on both sides of a double. I presume there are other machines on the market that afford this great improvement to lady cyclists, but I have not seen them and do not consider a *ratchet* to be compared to the noiseless clutch of the Cheylesmore.

IXION.

New York Letter.

APRIL has come. Of this there is no doubt, for if we were not well reminded of it by our calendars, the constant rain that we have had of late, with but little intermission, would bring it painfully before our notice, and I certainly hope that Jupiter Pluvius will be satisfied sufficiently with the laurels that he is now, in April, earning so well, to let us severely alone during May, especially that part of May that hinges on the 28th. We are surely suffering enough martyrdom now to be entitled to some of his consideration then. Unless fully equipped in water-proof suits it is really unsafe, even if there is not a cloud to be seen anywhere, to start out for any long-extended ride. Your are sure to get a ducking before you get back; and of this the Ixions had a painfully realistic representation on the occasion of their last weekly run to Riverdale on last Saturday evening. When they started all was serene and lovely, but no sooner had they got safely housed for the night than

Dame Nature, fickle as ever, touched the scene with her magic wand, and, under the cover of the darkness, the floodgates of the heavens were opened and made no tarrying, and if the statement of an eye-witness is to be believed, appearances in the morning went far towards supporting the hypothesis that the first rainbow was a delusion and a snare, and that deluges were about to become a drug on the market. I learn from the same quarter that it brought forth the usual display of fire and brimstone, etc., etc. Notwithstanding all the rain, however, we have, between times (while the rain took a recess, as 't were), snatched chances for short spins, which serve to keep us from starving entirely; and when we get back and sit down to talk it all over we find ourselves very much astonished, on comparing notes, at the number of new faces on the wheel that we have, one and all, met. They are springing up in all directions and in hitherto unheard-of quarters, and, consequently, unexpected to us. One club has already been organized in Harlem, styled the Harlem River Bicycle Club, having a uniform very like to the old Manhattans, — coat, pants, and hat of brown corduroy, and stockings to match. They do not appear to have, as yet, however, any established roosting place, and their number is also a matter of delightful uncertainty, though it is probably in the neighborhood of ten or twelve. There is also another club about organizing, of which I see you have had some notice, and altogether, the prospects for the coming spring and summer are exceedingly bright and encouraging. The three older clubs — the Citizens, Ixions, and New Yorks — are also steadily recruiting, and if a State division for New York is formed during the Meet, as I understand is the intention, New York will, in one grand stride, take a position in wheel matters that will place her among the first. Dr. Beckwith is ably fitted to take the helm, and we can raise a crew to man the ship that I think will carry her safe through every storm. All three of the existing city clubs are finding their quarters too small for their requirements. The New Yorks have, so I understand, already completed arrangements for taking a small three-story brick house, corner of Broadway and 57th street, which they intend fitting up in a manner regardless. The Citizens, too, have already outgrown their present rooms, and are talking of building; and the Ixions, whose present quarters have never been anything more than temporary, have for the past three or four months been steadily on the outlook for some suitable place, which they propose making the envy of all wheelmen.

The arrangements for the Meet gain more and more consistency daily, and one or two of them have already about completed the preliminaries, the matter of transportation being decided on, as well as the plan for storage, and hall for the banquet in the evening, which last will, even if everything else goes wrong, undoubtedly be a grand success,

the place selected being the grand dining-room of the Metropolitan Hotel. They have not, as yet, settled on the route of the parade, but now that they have the park to utilize, I imagine the difficulty in determining that will not amount to much, and with the Doc on his giant 62-inch, Pitman on his full-nickelled 56-inch Humber, and gallant Conkling, of the New Yorks, we expect to make a pretty fair showing in this same parade.

I expect that if we finally get the park for every day use, tricycling will take a start here also. Already we begin to see several machines around. Sec. Adams and two of the New York men ride them now, the one that Mr. Adams rides being a Coventry Convertible, on which he and his wife have been taking extended runs. They are just the thing for our smooth park roads, and would, in consequence, take greatly with ladies.

We have not been having good enough weather here to admit of our racers doing much training, and I imagine it will be pretty late before they get well to work. Three of the Ixions (Rood, Harris, and Sanford) are entered for the one-mile handicap race, to come off at the Atlantic games, on 5 May. I understand that E. A. Thompson is not going into this. I suppose he wants to save himself for the one-mile run at the same games.

A. L. Estabrook, of the Bostons, has moved here to New York, and is going to join the Ixions.

Fred. Jenkins has at last conquered the Star. My remarks *in re* "Owl" appear to have struck home, as I see he has shaved the sluggers and wanders around with unadorned cheek. I refrain, with difficulty, from the usual quotation, taking it for granted he and the rest will understand.

All of us here in New York are delighted at the eager desire shown all through the country to come on to the Meet in force. Come one and all. You will not regret it if good treatment will satisfy you. CHIC.

NEW YORK, 29 April, 1883.

Chicago News.

WHEELING matters in our city are having quite a boom at present. Club runs over our delightful boulevards to the various parks are of nightly occurrence, and all the devotees of the bike and trike are determined to enjoy, to the fullest extent, the exhilarating pastime. During the coming month, commencing 21 May and ending 26 May, we are to have a grand professional six-days' (twelve hours a day) bicycle tournament, open to all, \$10 entrance fee, and as it takes place at the same time as the "World's Railway Exhibition," for which event great preparations are being made, it cannot fail of being a great success in every particular. We are assured that entries of all the principal long-distance riders will be made, and, as there will be money in it for every one who gets a place, a close and exciting contest may be expected.

The building engaged for the occasion is known as Battery D Armory, adjoining the Exposition Building, a most favorable location, and in which a good track of about ten or twelve laps to the mile can be laid out, and every convenience necessary for the contestants will be offered. Riders will receive fifty per cent of net receipts, divided as follows: forty per cent to first, and elegant championship emblem; thirty to second, twenty to third, and ten to fourth. Frank E. Yates, the well-known ex-amateur champion sculler, and who is a member of the racing board L. A. W., has been chosen referee, and will have full charge and management of the tournament, and the public can rest assured that there will be no "hippodrome" affair in this contest, but that the best man (or woman) will win. I mention the gentler sex because Mlle. Louise Armaindo, and perhaps Miss Maggie Wallace, will take part, and, from what I understand, are liable to "stay" all the time. The ladies, you know, always draw well in Chicago, and will crowd the house sure.

The Pullman races are attracting the attention of our local racers just now, but cannot at present name those who will compete.

Several of our best riders, belonging to the Hermes Club, having ordered Royal machines some time ago, disposed of their old mounts, and as the new wheels have not arrived as per schedule time, they are obliged to resort to street cars, or "hoof it." Yours, truly,

BALL PEDAL.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Seats vs. Saddles.

Editor Bicycling World:—Though the name of your paper would lead one to suspect that you devoted no attention to the three-wheel, I am pleased to note that tricycling is receiving some attention at your hands. I have seen it stated in several issues of your valuable paper that saddles were the only proper seat for either lady or gentlemen tricyclers. I beg leave to differ on this point, as I have found the seat decidedly preferable, while perhaps a little more power can be obtained when suspended by the miserable little things you and your correspondents have recommended. The comfort of a seat more than makes up for any real or fancied loss of power. It is much more natural to sit on than it is to bestride anything, and I am of the opinion that a great mistake is being made by recommending saddles for all riders of the tricycle. Have those who say the saddle is "the best" ever tried a seat, or do they merely follow in the wake of a few, who think because a saddle is used on a bicycle that it must also be used on a tricycle? There is more than

one way to kill a cat besides shooting it, and there is more than one way to ride a tricycle besides using a saddle. I am open to conviction in the matter, though at present I am decidedly of the opinion that a seat is easier and more natural than a saddle. TRIKER.

EXOTIC MEMS

The local centres of the Bicycle Union have been empowered to hold local championships—both bicycle and tricycle—at their own financial risk.

A NEW ZEALAND subscriber writes us that there are in the island three tolerably large clubs. The Premier Bicycle Club, established in 1879, numbers about fifty members. The Dunedin Bicycle Club, numbering about the same. The Taieri Bicycle Club, also of Dunedin, has the most beautiful plain in New Zealand to ride on. The Auckland Bicycle Club is newly formed and consists of about twenty-five men. Auckland is very hilly and tends to make cycling very hard work. There is also a tradesmen's club in Christ Church containing about twenty members. Nearly all these clubs are formed into a union called "The New Zealand Alliance"; Christ Church is the best town for the sport, being situated on what are called the Canterbury Plains.

A CLUB composed exclusively of riders of the Facile is talked of in London.

THE London *Lancet* in a recent article assailed bicycling as an exercise and as a mode of locomotion. Since then many of the leading London papers have had leaders in favor of wheelmen.

ALFRED NIXON, on 15 April, rode on a tricycle one hundred miles in 9h. 22m.

SEVEN HUNDRED AND TWENTY applications for membership in the C. T. C. during the month of April. The list of renewals has not yet been published.

A CORRESPONDENT to the *Bicycling News* says Mr. Bates is of one of the leading Boston Clubs. He doubts some of the statements made in an article which appeared in the *Wheelman's Annual* entitled: "A Midnight Ride for a Fortune and a Bride."

SOME ONE has ascended Muswell Hill on a Coventry Rotary. This feat has been considered by some as impossible for a single driver.

WHEEL CLUB DOINGS

Priority Claimed.

Editor Bicycling World:—Noticing an article under the head of "Wheel Club Doings" in your edition of 20 April, as to the organization of a club called the "Hudson County Wheelmen," on 13 April, 1883, I beg to call your attention to the fact that a club has been organized and had selected the same name previous to the organization of the Bergen Club.

The Hoboken Bicycle Club was organized in December, 1881, and kept that name until Thursday, 4 January, 1883, when (in consequence of members having joined the club from different parts of the county), at the annual meeting it was decided to change the name to that of the "Hudson County Wheelmen," of Hudson County, N. J.

The officers of the club for the year 1883 are as follows: President, J. J. Culbertson; captain, H. W. Sagendorf; lieutenant, F. Walter; bugler, A. Henning; secretary, F. C. Sagendorf; treasurer, F. H. Reinhold. We have at present sixteen members, several having resigned recently on account of removal from the State.

Yours truly,

H. W. SAGENDORF, Captain H. C. W.

THE annual ball of the New Haven Bicycle Club was a great success. Representatives of the Springfield, Hartford, and Meriden Clubs were present.

A BICYCLE club has been formed at Woodstown, N.

J., with the following officers: President, Enoch G. Fogg; secretary and treasurer, Wm. L. Taylor; captain, E. F. Lewis.

THE Chicago Club has moved into its new quarters next to the Leland House (League Hotel).

THE League has gotten out a neat hand-book containing the constitution and rules, a list of chief consuls, representatives, etc.

WE wish club secretaries would be more prompt in sending in news for this department. We dislike to publish notices of runs, balls, etc., that happened two or three weeks before.

THE Cornell (University) Bicycle Club elected 21 April the following officers for the coming term: President, P. B. Roberts; captain, E. J. Lorben (re-elected); secretary and treasurer, H. W. Kellogg (re-elected), and bugler, F. A. Lorben. The club is in a prosperous condition, takes the *WORLD*, and altogether gives evidence of life and good management.

ON Satu day, the Bostons, Massachusetts, and Newton Clubs each had called runs.

ON Saturday 14 April, the Rocky Mountain Wheelmen, of Bozeman, Montana, was organized with the following officers: President, Ed. Lamme; secretary and treasurer, Carl Kleinschmidt; captain, C. H. Cobb.

POUNCE & Co.—Fifty-five members of the Boston Bicycle Club (the majority of whom were in full uniform) attended a performance of Pounce & Co. at the Bijou on last Friday evening. After the performance Treasurer Hastings, of the Bijou Theatre Company, W. H. Fessenden, captain of the Bicycle Club, Sig. Brocolini, and other prominent members of the company were entertained by the club at its club-house. The company evidently enjoyed the reception accorded them and entered into the spirit of the occasion. We left them at a late hour enjoying the luxuries of the Bostons' club-house.

THE newly-organized Woodstown (N. J.) Bicycle Club held its first club run on Saturday, 29 April, with new machines and uniforms. Any inquiry in regard to roads, etc., in South Jersey, addressed to Secretary Woodstown Bicycle Club, Woodstown, N. J., will be promptly answered, and are solicited.

THE Maryland Bicycle Club is in a most flourishing condition and its club rooms are very complete. Its bath room, especially, pleased one of our Boston friends, who has just made a visit to Baltimore.

THE Bay State Wheel Club has runs every Sunday and on holidays.

THE Troy Bicycle Club was reorganized 20 April, with a membership of twenty-five, and the following officers: President, R. D. Cook; vice-president, D. L. Hamill; secretary, W. M. Theissen; treasurer, George R. Collins; captain, L. J. Theissen; lieutenant, J. B. DeGo yer; bugler, M. R. Kelly.

WALDEN RAMBLERS, Concord, Mass. President and captain, G. E. Houghton; secretary and treasurer, Stacy Tolman; lieutenant, R. E. Richardson.

WE hope our racing men will all enter for the races of the Harvard Bicycle Club on 16 May at Beacon Park. The Harvard Club is sparing no effort to make its meeting a success. Tickets can be obtained at this office.

THE Pennsylvania Bicycle Club held its first club run for the season Thursday, 26 April.

THE cold northeast storm which prevailed in this vicinity Sunday seriously interfered with the club runs called for that day.

WE are informed that the Haverhill Bicycle Club is dead. H. H. Gage, its former captain, and J. F. Adams have joined the Lawrence Club, which is a very wide-awake and successful club.

THE Springfield Club's periodical is now in press and

will be mailed in a few days. Everyone who wishes to receive a copy should send his name to the secretary, A. L. Fennessy.

A new bicycle club is to be formed in Brookline, Mass.

THE annual meeting of the St. Thomas Bicycle Club was held Friday, 20 April. H. Scott was elected secretary and treasurer, *vice* J. S. Prierly, resigned. C. H. Hepinstall is captain and A. Wood sub-captain. The club is in a flourishing condition and now numbers twenty members. The new uniform is dark blue throughout. The club holds a run the second day of each month and a weekly run every Thursday.

THE 'Cyclists' Touring Club "Cape" tickets are very neat and serviceable.

PAUL BUTLER and Willis Farrington, of the Boston Bicycle Club, are in England touring on a Royal Salvo sociable. They will spend about three weeks touring and return to London in time to witness some of the spring racing; from thence they will visit the Continent on a bicycle tour. They will also participate in the Hampton Court Meet, 19 May.

MOUNT VERNON (N. Y.) CLUB.—Annual election 26 April; President, Arnold E. Fauquier; captain, Frank T. Davis; secretary and treasurer, Philip H. Lucas. New uniform, dark blue; U. S. navy cap, black low-cut shoes.

LEAGUE OF AMERICAN WHEELMEN.

AMATEUR wheelmen everywhere are cordially invited to join the League of American Wheelmen. Applications for membership should be sent to Fred. T. Sholes, secretary, Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

THE Constitution, rules, and officers of the League are published in full in the special number of the *BICYCLING WORLD*, which may be obtained, post free, by sending 25 cents to the office of the *WORLD*.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

BOARD OF OFFICERS. *President*.—W. H. Miller, Box 245, Columbus, Ohio; *Vice-President*. A. S. Parsons, Cambridgeport, Mass.; *Corresponding Secretary*, Fred T. Sholes, Cleveland, Ohio; *Treasurer*, William V. Gilman, Nashua, N. H.; *Recording Secretary*, Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES. *RULES AND REGULATIONS*.—W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me.

RIGHTS AND PRIVILEGES.—A. S. Parsons, Cambridgeport, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

MEMBERSHIP.—E. K. Hill (chairman), 424 Main street, Worcester, Mass.; Henry W. Williams, 25 Washington street, Boston, Mass.; Chas. P. Shillaber, 124 State street, Boston, Mass.

RACING BOARD.—S. A. Marsden, 308 Chapel street, New Haven, Conn., chairman; Fred. Jenkins, secretary and official handicapper, 22 New Church street, Box 444, New York; Geo. D. Gideon, 2023 Ridge avenue, Philadelphia, Pa.; Geo. H. Strong, Oakland, Cal.; Frank E. Yates, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.

RAILROADS.—Burley B. Ayres, 189 Michigan avenue, Chicago, Ill., (Chairman); N. M. Beckwith, 21 W. 37th street, New York; J. W. Pero, Fremont, Ohio. *Auxiliary Committee*.—W. A. Friese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; Dr. G. L. Henderson, Kansas City, Mo.; W. H. Miller, Columbus, Ohio; C. D. Standish, Detroit, Mich.; Geo. D. Gideon, Philadelphia, Pa.; James Denniston, Ellsworth Ave., Pittsburg, Pa.

APPLICATIONS.

Editor Bicycling World.—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec.*, *pro tem.*

NORTHAMPTON BI. CLUB:

3638 Joel Hayden, Northampton, Mass.

3639 Louis B. Graves, " "

SMITHVILLE BI. CLUB:

3640 Thos. R. Finley, Smithville, N. J.

COLUMBIA BI. CLUB:

3641 D. A. Childs, Columbia, S. C.

3642 G. M. Berry, " "

3643 Chas. Cronenberg, " "

3644 J. M. Bateman, " "

3645 G. B. Green, " "

3646 A. K. LaMotte, " "

PEQUONNOK WHEEL CLUB:

3649 Irving S. Mallett, Box 90, West Stratford, Conn.

UNATTACHED:

3637 W. R. Reynolds, 140 Nassau street, New York.

3647 J. Van Eps, 121 Main street, Somerville, N. J.

3648 John G. Prouty, Easthampton, Mass.

CORRECTION:

3561 Albert N. Stanton, 2 Courtland Place, Bridgeport, Conn.

TO THE BOARD OF OFFICERS ELECT, L. A. W.:—

Gentlemen.—Having received a number of friendly inquiries regarding my candidacy for the corresponding secretaryship the coming year it seems best to take this method of answering them, that there may be no misunderstandings at your meeting in New York, and that ample time may be had to obtain the acceptance of a nomination. The growing requirements of my private affairs make it impossible to give the attention I should wish to League interests; and it is a source of sincere regret that I cannot therefore accept the kindly support offered. The work of the past few months has afforded me much pleasure, and would, could I continue it. As it is, the office shall receive my best attention until 30 May; and I can wish nothing better to a successor than a continuation of the pleasure which has been mine since 1 December. Sincerely,

FRED. T. SHOLES.

28 APRIL, 1883.

The 20-Mile Amateur Championship.

THE Springfield Club, in preparing their tournament, conceived the idea of holding the 20-mile championship of America for a handsome cup, offered by the Pope Manufacturing Company, as one of the attractions on that occasion. They applied to the racing board, and the matter was immediately laid before its members. Favorable replies having been received from all of them, the following letter was yesterday sent to the secretary of the Springfield Club:—

NEW YORK, 25 April, 1883.

A. L. FENNESSY, Esq., Secretary Springfield Bicycle Club:

Dear Sir.—I have submitted the proposition of your club to the racing board, asking that the 20-mile race receive the sanction of the L. A. W. as the authorized "championship of the United States," and have the honor to inform you that it is the opinion of the racing board that such sanction be granted. The following resolution has been adopted:—

Resolved, That the 20 mile bicycle race for a \$1,000 cup, under the auspices of the Springfield Bicycle Club, to be held 18, 19, or 20 September, at Springfield, Mass., be the authorized "amateur championship of America" at that distance for 1883.

Provided, 1. That the conditions of the race be subject to the approval of the racing board.

2. That the race be governed by the League racing rules.

3. That one judge and one official time-keeper be selected from the membership of the board for the championship race.

S. A. MARSDEN, GEO. H. STRONG,
GEO. D. GIDEON, FRED. JENKINS,

ABBOT BASSETT,

Members Racing Board, L. A. W.

Yours truly,

FRED. JENKINS, *Sec.*

Transportation.

WHEELMEN of the West are advised that the C. and N. W. Railway in the Northwest and the C. & R. I. and P. Railway in the Southwest are the only roads that have refused to carry bicycles. Their competitors have kindly issued uniform circulars to agents to transport bicycles free. Cincinnati, Hamilton and Dayton Railroad, Cleveland, Columbus, Cincinnati and Indianapolis Railroad, Indianapolis and St. Louis Railway have issued circulars carrying bicycles free.

B. B. AYERS, *Chairman*.

CHICAGO, 27 April.

TO THE LEAGUE OF AMERICAN WHEELMEN:—

Gentlemen.—The next annual Meet of the League of American Wheelmen will be held in New York city 28 May, 1883. A business meeting will be held in the morning, the parade in the afternoon, and banquet in the evening. Further particulars will be embodied in a circular, to be mailed to each member of the League in a few days. It is hoped every one will make an effort to be present.

In accordance with advices some weeks since, the application books for the current year will be closed on the evening of 5 May, as any received after that time could not pass through the membership committee's hands before the annual meeting. Sincerely,

FRED. T. SHOLES, *Cor. Sec. pro tem.*

Editor Bicycling World:—I have appointed additional consuls as follows: For Ann Arbor, Junius E. Beal; Big Rapids, Chas. B. Lovejoy; Detroit, W. H. Elmer.

C. D. STANDISH,
Chief Consul Michigan.

CYCLISTS' TOURING CLUB

APPLICATIONS.—E. P. Cutler, 15 Oliver street, Boston, Mass.; W. H. Cutler, Harrison square, Dorchester, Boston, Mass.; Fred. A. Fielding, 128 Central street, Lowell, Mass.

NOTICES.—The appointment of Thwing & Co. as C. T. C. tailors for Boston is cancelled. New tenders are being received and a fresh appointment will be made in the next issue of this paper.

During the absence of Consul Howell Stewart in Europe, Mr. H. J. Smith will act as consul *pro tem.* for Washington, D. C.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

S. HATHAWAY.—The machine you refer to is a well-made and durable machine, and will compare favorably in this respect with No. 2. The latter is very heavy, and unless you are of good weight yourself would not advise you to purchase one.

FRANK W. KINMAN.—Would give a more extended notice if matter had arrived earlier.

J. O. J., New York.—The question of dropped handle-bars *v.* straight ones depends much on the height of head and the length of arm of rider. They will generally be found advantageous, however. Most machines to which they are now fitted have them detachable, so that if bent out of shape they can be removed and bent back to original position. The general advantages more than compensate for any of the trouble you anticipate.

J. F. A.—We have never had any experience with either of the tailors you mention. Will drop you a line privately giving the names of those who can do good work. The L. A. W. stencils will be ready in a short time and are only delayed on account of the printed instructions which are to be sent with the outfits.

J. V. S., Greensburg, Pa.—Thanks for paper. Will be pleased to hear from you often.

S. H.—The Victor Rotary tricycle can be seen in this city at the store of Stall & Burt. See advertisement.

F. H. R.—The only tricycle races that we have heard of are those to be held at the Springfield Club tournament.

TONSY.—We believe that there is an agent for the American Star in this city, but we do not know his name or address. Will write to the H. B. Smith Machine Company and find out.

SUBSCRIBER.—We presume that the Overman Wheel Company will handle the *Cyclist* and *Wheel World Annual*.

FIXTURES

Saturday, 5 May:

Boston Bicycle Club headquarters, 3 P. M., to Newton.
New York Polytechnic A. A., two-mile bicycle handicap.

Sunday, 6 May:

Tremont Bicycle Club, 9.30 A. M., to Cobb's.

Boston Bicycle Club headquarters, 10 A. M., to So. Natick to dinner.

Boston Ramblers headquarters, 2.30 P. M., to Waltham.

Friday, 11 May:
St. Louis Club races.

Saturday, 12 May:

Boston Bicycle Club headquarters, 4 P. M., to Cobb's, for night.

St. Louis, Club races.

Tremont Bicycle Club, 4.30 P. M., to Chestnut Hill.
New York Crescent A. C., one-mile bicycle handicap.

Sunday, 13 May:

Tremont Bicycle Club, 3 P. M., to Echo bridge.

Boston Bicycle Club, rendezvous at Cobb's, 3 P. M., for return to city.

Boston Ramblers headquarters, 10 A. M., to Salem.

Wednesday, 16 May:

Harvard Club race meeting, Beacon Park.

Thursday, 17 May:

Pennsylvania Bicycle Club, fourth and closing social for the season.

Saturday, 19 May:

Staten Island A. C., four-mile bicycle race.

Sunday, 20 May:

Tremont Bicycle Club, 9.30 A. M., to Hingham.

Boston Ramblers headquarters, 2.30 P. M., run.

Tuesday, 22 May:

Boston Ramblers headquarters, 7.30 P. M., to Needham.

Thursday, 24 May:

Boston Ramblers headquarters, 7.30 P. M., to reservoir.

Saturday, 26 May:

Boston Bicycle Club leave Springfield for New York.
Boston Union Athletic Club games.

Princeton, N. J., Intercollegiate A. A., two-mile bicycle race.

Sunday, 27 May:

Tremont Bicycle Club, 3 P. M., to Newton.

Boston Ramblers headquarters, 10 A. M., to Natick.

Monday, 28 May:

New York, L. A. W. Meet.

Wednesday, 30 May:

Tremont Bicycle Club, 9.30 A. M., to Salem.

Pullman (Ill.) A. C., one and five-mile bicycle races.

Boston Ramblers, to Point of Pines.

Saturday, 2 June:

New York, L. A. W. one-mile championship race, and two and five-mile championship of America.

Friday, 8 June:

Moorstown, N. J., races (particulars later).

Saturday, 9 June:

Champion City Club go into camp.

Tuesday, 12 June:

Citizens' Club, annual meeting.

Monday, 18 June:

Portland Club start on tour.

Saturday, 30 June:

Milwaukee Club, fourth annual tour.

Sunday, 1 July:

Chicago Bicycle Club start from Ann Arbor on Canadian tour. Wheelmen desiring to join in the tour are invited to do so. Address the secretary, 189 Michigan avenue, Chicago.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.

Closing of Entries.

5 MAY.—Entries close for one-mile bicycle race, handicap. Gold medals to first and second, and silver to third. Fee, 50 cents. To Charles McDougall, Jr., secretary Crescent A. C., 128 West Forty-fourth street, N. Y. Games, 12 May.

12 MAY.—Entries close for four-mile bicycle race. Fee, 50 cents, Staten Island A. C. Games 19 May.

13 MAY.—Entries close for one-half, one, and three-mile bicycle races open to college men, and one and five-mile races open to all amateurs. Prizes to be silver cups, gold and bronze medals. To F. W. White, secretary Harvard Bicycle Club, Holyoke buildings, Cambridge, Mass. Meeting 13 May, at Beacon Park. L. A. W. rules to govern all contests.

19 MAY.—Entries close for two-mile bicycle race. To B. W. McIntosh, secretary Intercollegiate A. A. Address P. O. Box 442, Princeton, N. J. Games, 26 May, 1883.

23 MAY.—Entries close for one and five-mile bicycle races and one hundred-yards slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, secretary Pullman (Ill.) A. C. Games, 30 May, 1883.

26 MAY.—Entries close for one-mile bicycle race for championship of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred. Jenkins, P. O. Box 444, N. Y. Championship games 2 June, open only to members.

26 MAY.—Entries close for two and five-mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Badeau, secretary N. A. A. A., P. O. Box 3478, N. Y. Games, 2 June, 1883. Gold, silver, and bronze medals.

Sept 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of *BICYCLING WORLD*, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies free to every wheelman.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars, address

THE SPRINGFIELD BICYCLE CLUB,
Springfield Mass.

HENRY E. DUCKER, *Pres.*

A. L. FENNESSY, *Sec.*

FOR SALE OR EXCHANGE.

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch British Challenge; full nickelled, except felloes; tires, 1 inch and 1 1/2 inch; Used one season with best of care; plating and all in perfect order; price \$120. Address FRED. S. PRATT, Worcester, Mass.

FOR SALE.—A 51-inch Star bicycle, in good order, for \$75; reason for selling, want a larger Star. Address JOHN I. WILLSON, Box 150, Winona, Minn.

A STANDARD COLUMBIA OR EXPERT, 46-inch diameter of front wheel; give full description and address. G. F. R., Lock Box 636, Stamford, Ct.

A 52-INCH HARVARD ROADSTER, nickelled, Rintleman's saddle, A No. 1 condition, splendid roadster, balls to both wheels, run one season. Address P. O. BOX 258, Andover, Mass.

TO RACING MEN.—A 55-inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

FOR SALE.—A new 50-inch Standard Columbia, cheap; must be sold at once; reason for selling, want larger size; perfect in all parts. For particulars, address G. B. W., Box 188, Webster Groves, St. Louis County, Mo.

FOR SALE.—A 51-inch Yale Roadster, in excellent condition, backbone, fork, etc., newly nickelled; price delivered, \$120. JOHN VALENTINE, 80 Taylor street, Chicago, Ill.

THIRD ANNUAL MEETING

OF THE

League of American Wheelmen,

AT

NEW YORK,

MONDAY, MAY 28TH, 1883.

PROGRAMME.

Business Meeting at 10 A. M., 214 East 34th street.
Parade at 2 P. M. through Central Park. Dinner at 7 P. M. at the Metropolitan Hotel.

COMMITTEE OF ARRANGEMENTS.

PARADE.—N. M. BECKWITH, Chairman, 21 West 37th street, New York.

STORAGE.—T. C. SMITH, Chairman, 40 Warren street, New York.

FINANCE.—R. NELSON, Chairman, 87 Gold street, New York.

CORRESPONDENCE AND PRESS.—FRED. JENKINS, Chairman, 22 New Church street (Box 444), New York.

TRANSPORTATION.—FRANK EGAN, Chairman, 38 Broad street, New York.

RECEPTION.—FRED. G. BOURNE, Chairman, 25 West 23d street, New York.

HOTEL AND DINNER.—W. A. BRYANT, Chairman, 12 Maiden lane, New York.

A hearty invitation is extended to all wheelmen, League members, clubs, and unattached.

If you are not a League member send your name on a postal card to Fred. Jenkins, Box 444, N. Y., for 16 page programme of Meet, to be issued May 15.

BEFORE YOU BUY A BICYCLE

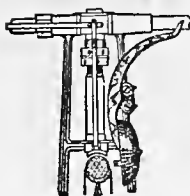


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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

rapidly and operates the hammer of the bell.

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With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

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No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Hasp so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

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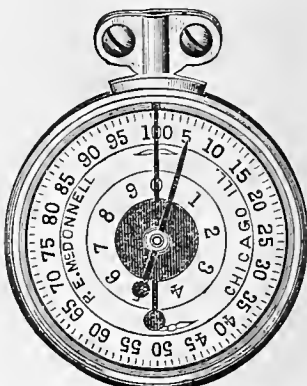
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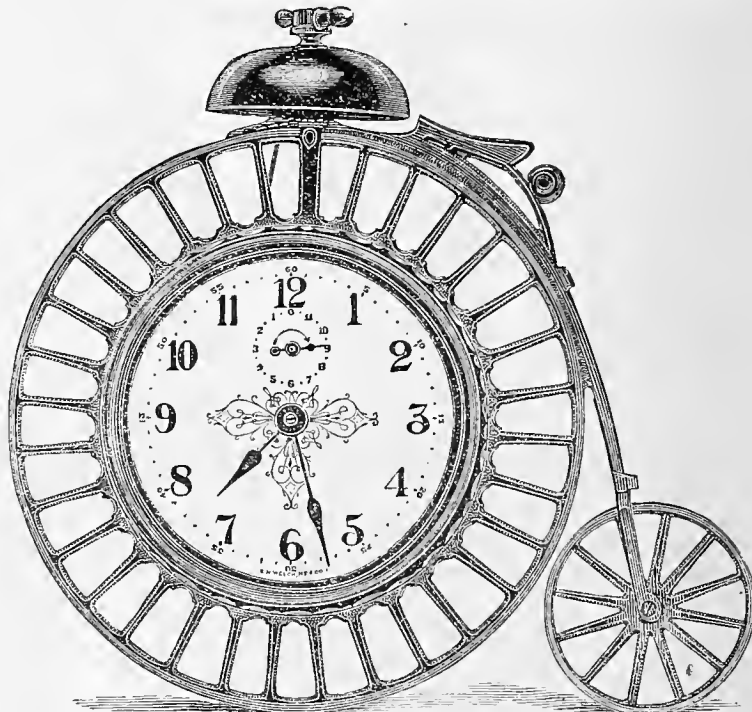
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ly water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

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An original Bicycling Song and Chorus. The composer has caught the *spirit* of bicycling and breaks forth into song, at once spirited and melodious. The chorus is especially effective.

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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

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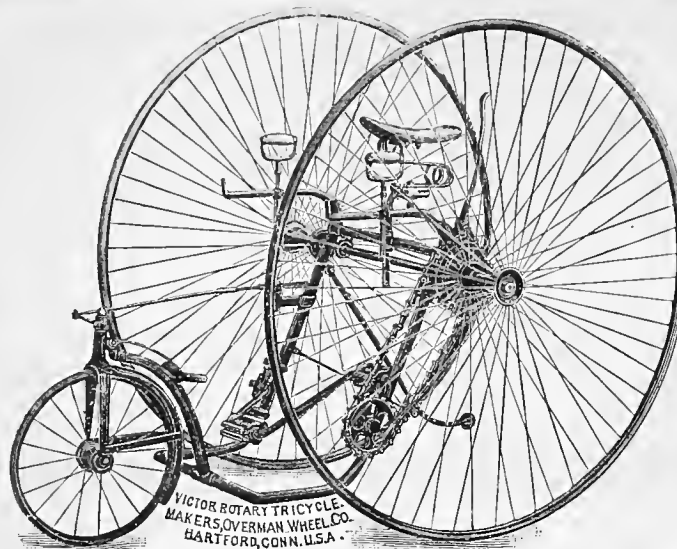
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SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the **WORLD** can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.



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